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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	A.M.	Noon	EXCEPT SUNDAYS & PUBLIC HOLIDAYS	P.M.	SUNDAYS & PUBLIC HOLIDAYS ONLY	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	11.40	12.00		1.15		2.23	4.55	5.39	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	—	12.09		1.24		2.31	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	—	12.21		1.36		2.43	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	—	12.34		1.49		2.56	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	—	12.38		1.53		3.00	5.13	6.08	7.48
Fanling ...	...Dep.	7.33	10.03	11.18	—	12.48		2.03		3.11	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	—	12.52		2.07		3.15	5.28	6.23	8.02
Shumshun	...Arr.	7.43	10.13	11.28	12.20	12.58		2.13		3.21	5.34	6.3.	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumshun	...Dep.	7.21	8.05	10.33	11.40	1.56	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.23	8.12	10.45	11.47	—	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.33	8.16	10.49	11.51	—	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.43	8.26	10.59	12.02	—	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	—	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	—	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	—	3.50	5.08	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	2.37	3.58	5.16	6.11	7.06

SHA TAU KOK BRANCH.

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	2.20	6.25
Shataukok	...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	P.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	3.20	6.25
Shataukok	...Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	1.05	5.00
Fanling	...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	2.05	5.00
Fanling	...Arr.	7.25	11.10	3.00	5.55

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CANTON GOVERNMENT'S PROTEST.

MR. EUGENE CHEN'S FAILURE TO RECOGNISE FACTS.

SUGGESTION THAT NAVAL ACTION IS INTENDED TO HELP WU PEI FU.

THREE DEMANDS.

Mr. Eugene Chen, the Minister for Foreign Affairs in Canton, has addressed a vigorous protest to the British Consul-General in Canton against the action of the British Naval Authorities in landing bluejackets to guard the Hongkong, Canton & Macao Steamboat Company's Wharf. Mr. Eugene Chen wilfully shuts his eyes to facts. "No British lives," he says, "are, or have been, in jeopardy in connection" with this wharf. Yet it is common knowledge that the wharf has been used by the pickets for over a year and that each evening passengers boarding British boats have been fired upon. It was the Canton Government's duty to prevent such firing. That cannot possibly be denied. The Government could not, or would not, do it and therefore after a delay of fourteen months the British Naval Authorities are doing it for them. Even Mr. Chen could not have believed that indiscriminate firing upon British ships would be allowed to go on indefinitely.

British sailors are now giving the required protection to British lives and British property and according to the opinion of the majority of Chinese people it is perfectly right and natural that they should do so. The Canton Government should be grateful to the British Naval Authorities for assisting them in maintaining law and order. Instead of entering formal protests they would be better employed in curbing the further activities of the strike agitators. A few British bluejackets without much trouble and without any loss of life have cleared the strike pickets—properly named pirates—from a British wharf. The Government if it wishes to establish its *bona fides* should follow up the good work and clear them out of the City without delay.

Unfortunately, Mr. Eugene Chen's protest has been mutilated in transmission. Some sentences are impossible to understand. It is, however, given as received and is as follows:

"I have the honour to protest against the forcible landing yesterday of armed British naval forces on the jetties in the West Bund of Canton—within a stone throw of the scene of the murders on June 23rd, 1925. This action is not only a violation of the Laws of Nations but in the actual circumstances of the moment it is an act of material and moral aggression that is calculated to lead to another British massacre of the Chinese in this city. Guns of your warships are trained on the busiest section of Canton's great roadway. There also are the quarters of the strike pickets and a centre of the activities of the people who have been incensed by the notorious 'bandit and pirate' speech of the Governor of Hongkong.

"The latter's outburst, it is well known, instantly aroused the intensest indignation here, because it was at once a misrepresentation of the objective facts of the situation and a signal affront to a Government whose accredited representatives were still members (together with official representatives of the Government of Hongkong) of a Conference formally under adjournment and not at an end.

"The Hongkong Governor's exercise in vituperation was left officially unanswered because a reply to it invited and might have exacerbated public feeling and rendered impossible any further search for a new solution of the strike and boycott movement in this territory. And it is within your personal knowledge that during the past week I have been seriously considering an alternative solution which might bring about a speedy settlement on terms acceptable to both sides.

Chinese Territory.

"It is in these circumstances that the British Naval authorities have thought fit to intervene. Neither in law nor on facts have they any right to do so. The jetties in question, besides being in Chinese territory, are Chinese public property which have only been leased to the Hongkong, Canton & Macao Steamboat Company. They have not been used by the Company for more than a year. They are constructed of iron and concrete and are admittedly in no danger of destruction. Nor is the Company under any risk of losing its property or leasing rights in them. No British lives are or have been in jeopardy or peril in connection with them. And proper Chinese authorities have never been notified or asked to afford protection to same.

"These are the facts of the case. But independently of these facts I have to remind you that there is no principle or rule of International Law nor is there any provision in any of the Treaties between China and Great Britain, or any other Treaty Powers, which can possibly justify or excuse the flagrant invasion of Chinese territorial sovereignty committed by the British forces. Not only do your ships of war ride at anchor in our waters as if Canton were some British colonial port under coercion, but British Naval forces have gone about their job in a manner fitly designed to goad an indignant and inflamed public to retaliatory action and to create an incident that would infallibly disable the Nationalist Government from effectively prosecuting its present victorious campaign in Central China against Wu Pei Fu, who is widely reported to be supported by the British.

"A Grievous Humiliation."

"The creation of such an incident being, it is believed, the political objective of the British Naval operation the Nationalist Government is determined not to be drawn into it. Once recently at Wuchow the Nationalist Government had to protest against an attempt to create a similar incident planned (it is significant to note) by the same British Naval forces. It may be—it is—a grievous humiliation that Nationalist China is unable to repel by force of arms such British Naval acts of war. But there is a powerful section of Chinese Nationalist opinion that believes in the application in a nation wide scale of the economic weapon of the strike and boycott statesman in Britain's dealings with this country. But if it is true that England's foreign trade is her very lifeblood it is clear that a real and national adoption of this view is immaterial to British policy in China, then the rough-neck method of the sailor can continue to replace the mind and technique of the (?) in retaliation for the humiliations and insulting blows which England's "gunboat policy" is heaping on Nationalist China.

"If an extension and fundamental change must take place in British policy in order to prevent the British Navy from severing the jugular vein of British trade and commerce in Nationalist China (words missing). It is a distinguished Englishman who warned men in places that a nation must learn or perish. Have the several events since May 30th at Shanghai and June 23rd off Shameen taught the governing mind of England nothing?

The Demands.

"Besides entering an energetic and indignant protest against the action of the British Naval forces and reserving the right of my Government to China indemnities I have the honour to demand:

(1) The immediate withdrawal of the armed British detachment on the jetties:
(2) The instant cessation of all interference with the small craft traffic on the river by the British Naval forces:
(3) And the retirement of the British gunboats now moored along the jetties to their usual anchorage off the Shameen."

MOBILISING ASIA.

RUSSIAN DREAMS FOR THE YEAR 2000.

WHAT THE BOLSHEVISTS HOPE FOR.

That the teeming millions of Asia will be the decisive factor in shaping the future of mankind, rather than the people of the Anglo-Saxon race, seems to be the opinion of the leaders of Bolshevist Russia.

The Bolshevists hope to play a leading part themselves in moulding the destinies of the world in the course of the next three-quarters of a century or so.

In Europe they are prepared to allow the Germans to act as their auxiliaries.

How they will go about their task, and what will become of Great Britain and the British Empire in the course of the process, is explained in certain confidential conversations with Vassili Starkov, formerly trade representative of the Soviet Confederation in Germany, published in the last issue of the *Preussiche Jahrbeucher* (April, 1926), just to hand.

Growth of Eastern Trade.

"It is true," writes Starkov, "that according to an old Western European dogma it is awkward to combine ethical and economic standards." This dogma is necessary to allow one to make money quickly.

"England and America are living examples of this. We Russians are today the poorest nation between Tokyo and Lisbon; and we know that for the next few years, perhaps for decades, we shall not get anything out of the East.

"But we have ceased to act in world politics and world economics with the immediate future in view, in the old European and Tsarist way. . . . The road is long, and we know it. We work for the year 2000, as Trotsky said a short time ago.

"But we work untiringly for the great future even in the smallest things.

The Formula.

"The formula for our trade with the East is as follows:—Treat Eastern markets substantially as our own internal markets, assist Eastern agriculture, open up the Russian market for Eastern raw materials, promote the industrialisation of the East by the introduction of machinery, and thus prepare the political and economic liberation of the East from the fetters of Western capitalism.

"The systematic re-opening of our trade relations with Persia, West China, Mongolia, and other Eastern countries about 1922 meant a turning point for these countries, and we hope soon to surpass our pre-war figures in this trade.

Future of the World.

"The future of the world lies in Asia, and also the future of Russia. Not that we think of turning back on our way to Europe, which was shown us for the first time by Peter the Great.

"We are a people of 130 millions, and precisely because our fatherland is the world, the East, as well as West, we are the people of the future."

CALCUTTA BUILDINGS MENACED.

FOUNDATIONS LAID IN QUICKSAND.

CALCUTTA, August 10th.

A startling statement was made in Calcutta to-day with regard to the safety of the big buildings in Calcutta built on quicksand, over which there is only the thinnest solid strata of earth.

It has been discovered that the motion of the quicksand is seriously affecting the structures, particularly the new big ones. The foundations of the Victoria Memorial, one of the biggest buildings in India, have actually sunk six inches, fortunately evenly. The walls of a big new commercial building which has also been built on foundations in quicksand are leaning outward at a dangerous angle. The most remarkable of all is a new building adjacent to the river which is bodily being carried forward to the river by the motion of the quicksand.

It is now seen that in order to ensure safety they must be built on piles.

TAGORE AND MUSSOLINI.

Dr. Rabindranath Tagore, writing to a correspondent in England, says: "For some cause or other a misunderstanding has found currency in the papers to the effect that I admire the idea and methods of Fascism. In my interviews in Italy I was always careful to mention that I was not competent to say anything about Fascism, not having studied the subject. I have realised that in the Italy of to-day it is impossible for a traveller to gather the information necessary for an unbiased estimate of this movement. My admiration for the personality of Mussolini which I have had occasion to express was that of an artist. For my moral judgment of him I must have fuller data and evidence."

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WHITE RUSSIANS IN THE CHINESE ARMY.

SMALL PAY, BIG RISK, LITTLE REWARD.

WHY DO THEY JOIN?

THEIR HATRED OF BOLSHEVISM.

It is a well-known fact that in the army of Chang Tso Lin there are units composed of "White" Russian officers and soldiers (writes a special correspondent to the *P. & T. Times*). The Europeans in this country mostly disapprove. They wonder what induces these Russians to fight for the interests of this or that Chinese general, and they consider them, therefore, as mercenaries or military adventurers who are ready to serve anybody, provided they are paid for it.

To anyone who is not familiar with the real facts it may indeed seem that this is so, but, in reality, if we inquire deeper into the matter we shall find that it is otherwise.

A mercenary, first of all, wants money, and so much the more for he is risking his life. Now, what are the Russians earning in the Chinese army? A soldier besides his food, gets $14, a non-commissioned officer $20, a sergent $30, per month. A junior officer, who has to provide his food himself, receives $40. This pay is raised gradually for each degree of rank. A captain gets $90. There is, moreover, no provision with the Chinese military authorities as regards extra pay or pension in case of complete disability, or compensation to the family in case of death. However hard the situation of the Russian refugees may be, it is not so hopeless that for such a paltry reward people should go and risk being killed, or what is still worse, becoming a cripple and a beggar. Evidently, therefore, it is not money that attracts these men to the army of Chang Chung Chang. We must look for some other motives, and this is not so difficult. It will be useful to this end to give the biographies of a few of those people. These biographies are so similar that it suffices to give those of two or three men; the rest will be almost identical.

Some Biographies.

The Commander of one armoured train, T.C. Urachkovski, finished the military school in 1915, and went immediately to the German front, where, before the Revolution, he was promoted to the rank of lieutenant. When after the Revolution the front broke down, he returned to his home on the Volga. As soon as the anti-Bolshevik campaign began at Kazan he joined the army of Kappel, in which he served during the whole civil war from 1918 to 1922. After Vladivostok had been captured by the Bolsheviks he went to Harbin, where he found employment and earned some $60 a month, which was not so bad for a refugee. His wife, being a dentist, also earned something. Yet, when he heard that Russian units were being formed to fight Fen Yu Hsiang, he at once left Harbin, and in the beginning of this year entered the Chinese service with a pay of $60 a month. From the pecuniary point of view he had gained nothing by entering the Chinese military service.

This is a typical biography of each officer: first the great war, than the struggle against the Bolsheviks in Russia, and lastly, when everything was lost there, the enlistment in the Chinese army.

The biographies of the soldiers are more varied and interesting. I have before me one by sergeant Chirkoff, formerly a workman of the great Votkinski iron works in the Urals. Some 80 years ago, when the works were founded, each workman received a plot of land and settled down on it with his family. So the workmen at the same time became landowners. In each family some members worked in the factory, and the others in the fields.

On a calm summer night I was travelling with Chirkoff on a truck of the armoured train. He tells me what a good time he had formerly in the Urals. He likes to talk of what has been so dear to him, he wants to open his heart to me, and I listen to him. He speaks of his family and his home. He was well off, he had a house and a grove, a good deal of cattle, several acres of land, etc. He had to work hard but in return had a prosperous and happy life. The time of the great War was especially hard. The people of the Votkinski works were not enlisted in the army at the front because the factory was overwhelmed with work. All hands had to work the whole day long at the works, and to spend their hours of rest in working on their fields. "It was hard," he said "but I would give everything to have that time back. As long as there were no Bolsheviks, the revolution had had little effect on the factory; there was only a little less order and a little less work. But when the Bolshevik Commissaries arrived, life became intolerable. They mocked at religion and the Church, they destroyed family life by teaching that marriage was unnecessary; they levied taxes which amounted to robbery. On a calm summer night (like the present one) the people of Votkinsk, driven to extremities, armed themselves with scythes, pitchforks, axes, and whatever they could lay their hands on and rushed upon the Reds. The battle did not last long; the soldiers fled and the Votkinski men seized their rifles and machine guns. So it happened that these peaceful peasants, who had so far worked at the factory and in the fields, became soldiers." Up to the end of 1922 Chirkoff went on fighting the Bolsheviks, first in the Urals, then in Siberia, Transbaikalja and the Litoral provinces. When the latter fell he went to Harbin and became a cabman.

The Reason.

Our chat is nearing its end; the lights of the station Shaho are in view. Before taking my leave I ask Chirkoff: "I see you have fought the Bolsheviks for seven years, but what has brought you here? Why should you fight the Chinese, who have done you no wrong?" He laughed heartily "Do you think," he said, "that we are at war with the Chinese? No, here too we are fighting the U.S.S.R. Look at my rifle—it comes from Moscow and was made at the arms-manufactory at Toula. I took it from the enemy. The shells with which he bombarded us the other day were also Russian ones, and bore the sickle and the hammer (the arms) and the inscription U.S.S.R. We are helping China in her struggle against the U.S.S.R. and we hope that later on she will help us in her turn."

Here then is the clue explaining the reason why these Russians enter the Chinese service. These words of Chirkoff reveal the hidden hope of a man who has spent many years in fighting Bolshevism and who sees in the victory over it the only means to work out the salvation of his country. He helps China in her struggle against Bolshevism and asks for it—not money to improve his miserable conditions of life, but only this: "When all will be finished here, don't forget what we have done for you here, and help us in your turn."

Still more emphatically is this idea expressed in the words of another man Cherkasoff, a real soldier who had been at the front during the whole of the Great War. After the collapse of the front, he returned to his home in the province of Perm. As he puts it; he "conceived a bitter hatred of the Bolsheviks for the breaking up of the Russian army." At his native village life was also hard owing to the Commissars. When in 1918 detachments began to be formed against the Bolsheviks he joined the White army. From that time to the fall of the Litoral province he constantly fought the Bolsheviks. Then he went to Harbin, where he found employment, and led a good life. When he heard that Russian units were being formed for the army of Chang Chung Chang, he hesitated a long time, but at last could resist no more, and, on hearing that most of his former companions-in-arms had enlisted, he joined them. "All our people have gathered here again," he went on, "We start the fight again on Chinese soil; maybe we shall continue it on the Russian. The Bolshevik is now in a sore plight. He won't be able to stand even a slight attack."

FORMER HONGKONG GOVERNOR.

SIR MATTHEW NATHAN'S NEW APPOINTMENT.

CHAIRMAN OF ADVISORY COMMITTEE ON RUBBER.

His many friends in the Far East, which he recently revisited after a long absence, will be interested to learn, says the *China Express & Telegraph*," that Sir Matthew Nathan has been chosen by the Secretary of State for the Colonies to succeed that wonderful organiser, the late Lord Stevenson, as Chairman of the Government's Advisory Committee on Rubber.

Like his predecessor, Sir Matthew will take up his new duties with everything to learn about rubber, but he has had a remarkably successful record in dealing with problems that were equally new to him, and his appointment has given the greatest satisfaction in City circles. Lord Stevenson's interests were about as far apart from rubber as they could well be when the task of saving the industry fell to him. If he had ever seen a rubber tree it was in Kew Gardens. The completely detached mind he brought to bear on the subject no doubt helped him considerably in evolving the far-seeing scheme which bears his name and which, despite all opposition, has so wonderfully achieved its purpose.

Sir Matthew Nathan has had a most interesting administrative career in widely separated parts of the Empire, but does not appear to have been connected, even in the remotest way, with the great industry upon which he now brings his talents to bear. Born in 1862, he began life as a soldier. In 1880 he was commissioned in the Royal Engineers, and with them served in the Nile Expedition of 1885 and in the Lushai Expedition in India five years later. After acting as Administrator of Sierra Leone, he became Secretary of the Colonial Defence Committee in 1895, and in 1900 Governor of the Gold Coast. From Africa he went to the Far East, where for five years he proved a very acceptable Governor of Hongkong. Thence he was transferred to be Governor of Natal, at a time when that country had just come through a rebellion and the national question was very acute. But the new Governor's tact, clear insight, and sound judgment saved the Colony from a grave constitutional crisis that frequently threatened, and when he left to become the Secretary of the Post Office at home—the first Army officer to occupy that post—the country was far more peaceable than it had been for years. He held office at St. Martin's-le-Grand from 1909 to 1911, and then served successfully as chairman of the Board of Inland Revenue, Under-Secretary to the Ministry of Pensions, and chairman of the Special Grants Committee. From 1920 to 1925 Sir Matthew was Governor of Queensland, and retired less than a year ago after winning the affection and respect of every section of the community.

Instead of returning to England direct Sir Matthew made an extended tour of disturbed China, where he met his brother, chairman of the British and Chinese Corporation, who was also visiting China at that time investigating the troubles of the country and their effects upon the large British interests he represents. Sir Matthew afterwards visited Japan and Canada.

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ON SALE.

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SHIP BROKER SUED.

NON-PAYMENT FOR STEVEDORE WORK.

CHINESE COMPANY SUCCEEDS.

At the Summary Court yesterday before Mr. Justice Wood, the Ming Kee Company of 3, On Lan Street, sued Mr. Finn Malm, ship broker, of China Building for $200, being the amount agreed upon for stevedore work on the s.s. *President Cleveland* on September 3rd last year. Plaintiffs also claimed costs.

Mr. Finn Malm claimed for $300 against the Company for professional services rendered.

Mr. J. O'Donoghue, for the plaintiffs, said that his clients had contracted with the defendant for the work to be done at the rate of 19 cents per ton. That was the contract rate. The work, however, was never completed, and at a subsequent interview Mr. Finn Malm agreed to pay $200. Plaintiffs were prevented from finishing the work by the Dollar Line itself. At that time the plaintiffs had dealt with about 900 tons which worked out at $171.

His Lordship asked why it was agreed to pay $200 when the work done should only have been $171.

Mr. O'Donoghue replied that the coolies had to be paid for the whole day. The plaintiffs had actually paid $400 that day.

Continuing, Mr. O'Donoghue said that when defendant was approached, he said he had not received anything from the Company and plaintiffs would have to wait. He agreed to pay $200.

Mr. Finn Malm said that he had begun business some 16 months ago after having been 22 years on the sea. Plaintiffs continually bothered him to secure the stevedore business of the Admiral Oriental and Dollar lines. When the business was eventually secured, plaintiffs did not help at all. Had the coolies done their work properly the business would have been retained, and plaintiffs would have made from $8,000 to $10,000 a year. No one from the plaintiff company went on board to help in superintending.

Plaintiff stated in evidence that only 900 tons were handled on the vessel. The charge was 19 cents per ton less 5 per cent. discount. Mr. Finn Malm offered $200.

His Lordship said that it seemed to him to be reasonable to find for plaintiffs for $162.45, that being $171 less 5 per cent. discount. Mr. Finn Malm agreed.

In regard to his claim for $300 for professional services rendered, he gave details of such services. These the Chinese firm denied.

Judgment was given for the Ming Kee Company.

MOTHER'S UNION.

THE ST. ANDREW'S BRANCH.

THE WINTER PROGRAMME.

The winter programme of the St. Andrew's branch of the Mothers' Union will be submitted at the opening session on September 21st. Talks to be given during the session will include "Missionary Work" and "First Aid and Symptoms." The following subjects have been put forward as suitable for party discussion: "Do we Spoil our Children." "Is Chaperoning Necessary," "The Treatment of Native Servants," "The Influence of the Home on School Life," and "Sunday—it's Duties and Pleasures."

It has also been decided to hold a picnic at Taipo during the session, and a whole-day sewing party has also been arranged.

The committee has undertaken the responsibility for cleaning the brass work of St. Andrew's Church, and also decided to devote two afternoons of the sewing party to the repairs necessary to the vestry articles. It is also proposed to form an art section during the coming winter session.

The recent activities of the branch have included talks on the following subjects. "Hygiene in the Home," "Children and Prayer," "The Cinema and its influence on the Child," "Mission Work Among Chinese Children," and "The Psychology of the Growing Child."

NEW CINEMA THEATRE.

FIRST SESSION OPENS.

A new cinema theatre has been opened at Kau Yue Fong (the old Queen's College), there being two shows daily at 7 and 9.30 p.m., excepting on Wednesdays, Saturdays and Sundays, when an additional show will be held at 2.30 p.m. The session began yesterday, when "Why Divorce" was screened. The session concludes on September 19th.

The picture now being screened is a drama touching the most vital question of the day, and typifies the many misunderstandings between man and wife of the younger set. The story depicted should be a good object lesson to young Chinese couples, as well as parents. It is an "all star" cast picture produced by the Star Motion Picture Co., one of the largest concerns in Shanghai.

In addition to the picture there is given during intervals both Chinese and Western music by well-known amateurs. Mr. and Mrs. K. C. Chen of Shanghai, during their short stay in Hongkong, are giving violin solos with piano accompaniment. Mr. Chen is one of the two owners of the world famous Goss violins and Mrs. Chen is perhaps the only player of the harp in China. Subject to weather conditions during this week Mrs. Chen will give selections on the harp which she has brought with her.

The Chinese vocalist, Mr. Lui Man Shing, will sing at every show.

PASSENGERS BY THE "EMPRESS OF RUSSIA."

RESIDENTS RETURN TO HONGKONG.

Among the passengers arriving in Hongkong by the R.M.S. *Empress of Russia* yesterday morning were the following:—

Mrs. Bernard, wife of the Hon. Mr. D. G. M. Bernard, of Jardine, Matheson & Co., returned from Vancouver, accompanied by her daughter.

Mrs. Hall, wife of Mr. Hall, of Jardine, Matheson & Co., also returned from Vancouver.

Mr. C. S. Gubbay and Mr. A. S. Gubbay.

Mr. McNab, who is a prominent official of the C.P.R. in Vancouver. He relieves Mr. Fetterly of the local office.

Mr. J. W. Parson, of the British American Tobacco Co., is back again from Vancouver, accompanied by Mrs. Parson.

A well-known business man from Australia, Mr. E. Bennet, accompanied by his wife and daughter, will stay in the Colony for some time and will later proceed to Australia. The Bennet family is back from a tour around the world.

Mr. C. Thwaite, Oriental auditor of the C.P.R. has returned from Yokohama.

The *Empress of Russia* sails for Manila at five o'clock to-day, and returns to Hongkong next Monday. The liner leaves Hongkong again for Vancouver on Thursday September 16th.

PROPERTY SALE.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa, sold by order of the mortgagee, two leasehold properties, situated at No. 6, Liberty Avenue and No. 2, Victoria Avenue, Ho Man Tin, Kowloon.

The first property, No. 6, Liberty Avenue, at is held for the residue of 75 years from a lease dated June 11th, 1923. The area of the property is 2,444 square feet, and the annual Crown rental $18.

The upset price was $7,100, with bids of $100 acceptable. When the figure of $11,400 had been reached the property was purchased for the estate of the late Mr. C. F. de Carvalho, whose death at Home was reported some time ago.

The second property, No. 2, Victoria Avenue, is held on similar terms to the above. The area is 2,517 square feet, and the annual Crown rental $18.

The upset price was $7,000, with bids of $100 acceptable. The purchasers were the Sun Kwong Hop Company for $8,100.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

SEPTEMBER 7TH, 1926.

Hongkong Bank	$1,100 sel.
Do., London	£124 nom.
Chartered Bank	£21 buy.
Mercantile Bank, A. & B	£30½ nom.
Do., C	£13½ nom.
P. & O. Bank	£9½ buy.
East Asia Bank	$8 nom.
Canton Insurance	$625 sel.
China Underwriters	$1½ nom.
North China Insurance	Tls. 145 nom.
Union Insurance	$288½ nom.
Yangtsze Insurance	Mex. $35 buy.
China Fire Insurance	$200 buy.
Hongkong Fire Insurance	$620 nom.
Douglases	$25 buy.
H.K., C. & M. Steamboats	$26½ nom.
Hongkong Tugs	$1½ nom.
Indo-Chinas (Pref.)	$30 buy.
Do. (Def.),	$42 buy.
Shell Transports	90/- buy.
Star Ferries	$84 sel.
Waterboats	$15½ nom.
China Sugars	$22 sel.
Malabon Sugars	$36 nom.
Benguets	$1½ nom.
Kailan Mining Ad.	40/- nom.
Langkats (combined)	Tls. 23 buy.
Do. (single)	Tls. 12½ nom.
Shanghai Explorations	Tls. 5 sel.
Shanghai Loans	Tls. 7 nom.
Ranbs	$44 nom.
Tronoh Mines	76/- buy.
Ural Caspians	8/- nom.
H.K. & K. Wharfs	$111 sel.
H.K. & W. Docks	$58½ nom.
Hongkews	Tls. 173 buy.
New Engineerings	Tls. 6.30 buy.
Shanghai Docks	Tls. 115½ buy.
H.K. & S. Hotels	$9 sel.
Hongkong Lands	$60 nom.
Hongkong Realtys (f.p.)	$7½ nom.
H.K. Territorials	$5 sel.
Humphreys Estates	$13.60 sel.
Prince's Buildings	$89 sel.
Rural Lands	$1½ buy.
Ewo Cottons	Tls. 9 buy., 9.15 sel.
Orientals	Tls. 2½ buy.
Shanghai Cottons (old)	Tls. 52 buy.
Do. (new)	Tls. 27 buy.
China Buses	Tls. 10½ nom.
Hongkong Tramways	$23 sel.
Peak Trams (old)	$15½ nom.
Do. (new)	$7.60 nom.
Singapore Tractions	13/6 buy.
Taxis	$3 sel.
Amusements	$11½ buy.
Canton Ices	$7½ nom.
Cements (combined)	$12 nom.
Do. (old)	$11 nom.
Do. (new)	$1½ nom.
China Lights (combined)	$19 nom.
Do. (old)	$13½ nom.
Do. (new)	$10 buy.
China Providents (old)	$5.30 nom.
Constructions	$2½ nom.
Dairy Farms	$16½ sel.
Der A. Wings	$6 sel.
Hongkong Electrics	$62½ nom.
Macao Electrics	$35 nom.
H.K. Ropes (combined)	$26 sel.
Do. (old)	$10 sel.
Do. (new)	$5 sel.
Lane Crawfords	$9 nom.
Mackintoshs	$19½ nom.
Sinceres	$11 nom.
United Asbestos	$20 sel.
Watsons (old)	$18½ nom.
Wm. Powells	$6½ nom.

buy.—buyers; sel.—sellers; sa.—sales nom.—nominal.

Morris Motors, 1926, Ltd., has now been registered in London with a capital of £5,000,000 and takes over the manufacture of the Morris car.

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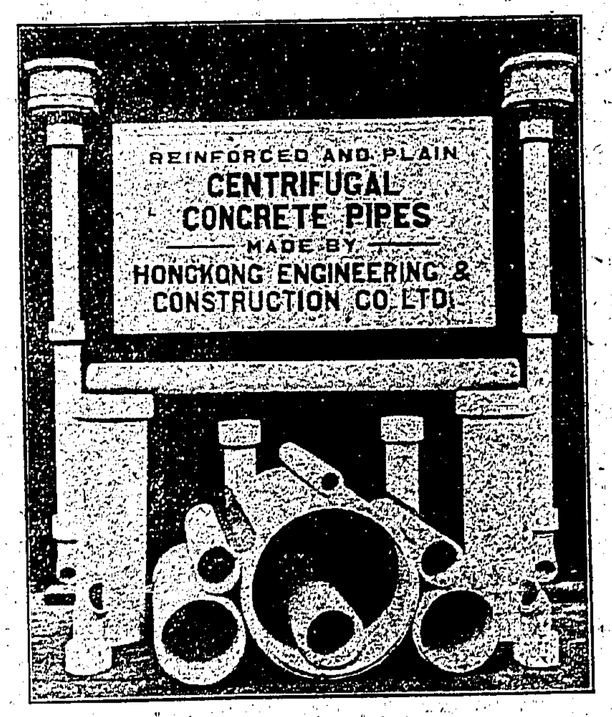
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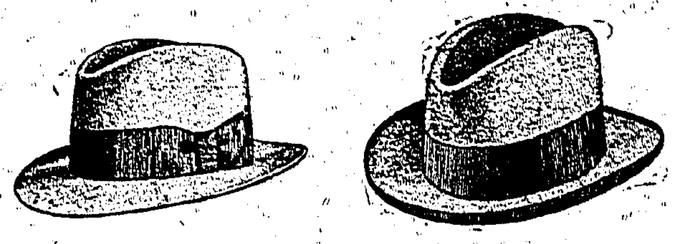
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THERE IS NOTHING WITH WHICH TO COMPARE IT EXCEPT THE ACTUAL PERFORMANCE OF THE ARTISTS THEMSELVES.

It does not claim to have extraordinary volume.
It is not a big noise. It produces natural music.
Pure music.

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SPECIAL DISPLAYS DAILY.

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HONGKONG.

PROF. LANGSNER IN SHANGHAI.

DETECTING A CRIME.

POLICE ACCEPT HIS CHALLENGE.

A LITTLE EXPERIMENT IN A NEWSPAPER OFFICE.

Professor Maxmilien Langsner, who recently astonished some of us in Hongkong by an exhibition of his remarkable powers, is now in Shanghai repeating his experiments.

Professor Langsner, says the *N.-C. Daily News* of Saturday, has challenged the French and Municipal Police to "plant" a crime on Monday, which he guarantees to solve on Tuesday, during the interval of which he will be locked up, without any intimation of the problem which he will be called upon to solve. The French police, we understand, working in conjunction with the Settlement officials, have accepted the challenge, and will hide a man, alleged to have been murdered, secrete the alleged weapon and place in various spots the alleged stolen goods. The professor will then find them.

Yesterday afternoon, the paper continues, the visitor walked into the editorial offices and mentioned the proposed police test but several of the staff were frankly sceptical as to his ability in solving such problems, and he was challenged on the spot. "How long will it take to get to the French Consulate-General," he asked, "I have an appointment there at 3 o'clock." He was assured that he could drive his car there in three minutes, whereupon he accepted immediately.

"I will leave the room and you determine how you will test me. I can find any article in the room which you will designate," he reiterated.

A Quite Simple Test.

The professor was accordingly escorted from the editorial room to the corridor some 30 or 40 feet away. Three members of the staff then decided that he should extract the paper from the typewriter of a fourth man, who was busily engaged writing copy and who knew nothing whatsoever of the test. One of the three said in an undertone, hardly audible to those present, "I will have him take the paper from ——'s typewriter." Not another word was said. Professor Langsner was then recalled. He asked who was thinking of the object. His question answered, he told the reporter to grasp his left wrist firmly.

Like a pointer dog on the trail he started immediately for a large book case containing files of the *North-China Herald*, and, in a nervous perturbed manner, with his knees bent and his whole body quivering, he rasped, "Take my left wrist, hold it tightly and think of the object you want me to get." Dragging his escort along, he rushed in the general direction of his objective but hesitated on approaching the files.

The Deed Done.

He seemed to be smelling the books as he worked his way around to the machine, where a colleague was busily engaged. On approaching the machine, the professor grasped the man and said "Please go, go." The surprised typist, not knowing of the experiment, resisted, but something impelled him to leave his chair. The telepathist, "fussed" about the machine running the carrier back and forth in an attempt to pull out the paper. Finally he picked the machine up bodily, carrying it to a table nearby, where he seemed to have still greater difficulty in extracting the paper. Perhaps half a minute had passed before he seemed positive that he had completed the test.

The professor, before beginning his demonstration, said that his primary purpose in the Orient was to study the Asiatic mind, but he had to admit that the Chinese was the most difficult in all of his years of experience. A staff member asked him if Wu Pei Fu were dead, as rumour had it in Shanghai yesterday afternoon, to which he replied that he had not concentrated, and were he asked to do so, it would require some little time.

Professor Langsner does not purport to be able to communicate with the dead, tell the past or the future or do a great number of the things which hundreds of "fakes" on every continent hold as their chief stock in trade. He says that this is a science, as he will explain in an article which he is publishing.

NAVAL APPOINTMENTS.

The promotion of Commander H. A. Forster, M.V.O., having caused a vacancy for second-in-command of the Royal yacht, *Victoria and Albert*, Commander Herbert Pott, who has been executive officer at the Signal School, Portsmouth, and in the cruiser *Hawkins*, flagship in China, has been appointed.

The following appointments were made by the Admiralty on August 5th.—Lieut. J. G. Gould, to *Titania*, for Submarines (September 6th). Sub.-Lieut. P. Q. Roberts, to *Titania*, for Submarines (September 6th).

The following appointments were made by the Admiralty on August 6th:—Payr. Lieut.-Commander G. L. Simmons, to *Ambrose*, and Payr.-Lieut. A. J. V. Chubb, to *Ambrose*.

The following appointment was made by the Admiralty on August 7th:—Payr. Commander J. M. Buckle, to *Despatch* (September 1st).

The following appointment was made by the Admiralty on August 9th:—Commander C. H. Phillips, to *Tamar* for Hongkong Dockyard (August 16th).

The following appointment was made by the Admiralty on August 10th:—Lieut. T. K. W. Atkinson, to *Petersfield* (August 21st).

KOWLOON CRICKET CLUB.

REPORT FOR SEASON 1925-26.

The annual general meeting of the Kowloon Cricket Club is to be held in the Club House on Friday, September 17th, at 5.30 p.m. The business of the meeting will be to pass the report and accounts for the 1925-26 season; to elect officers for the 1926-27 season; and to discuss general business.

The Report.

In submitting their report and statement of accounts for the year ended July 31st, 1926, the Committee state as follows:—

FINANCE.—The accompanying accounts show a slight loss during the period which they cover, but considering the usual policy which has been adopted in valuing the Club's assets and the abnormal year through which the Colony has passed your Committee consider the result of the year's working to be satisfactory.

MEMBERSHIP.—Since the 1st August, 1925, ninety-six new members have joined the Club, a few old members rejoined and about one hundred and ninety names were removed on account of resignations, departure from the Colony and other reasons.

The present membership is 417 made up as follows:—

	Present.	Absent.	Total.
Life	8	6	14
Ordinary	237	72	309
Sea-going	51	20	71
Naval and Military	18	5	23
	314	103	417

The Committee record with deep regret the deaths of Messrs. C. H. Lyson, D. Mason, J. H. Oxberry, D. Alison, J. H. Kynoch, C. J. B. Hellstrom, James Gibson and J. M. Anderson.

GROUND.—The Cricket pitch has received good attention during the Summer months and should be in excellent condition for the coming season. The Bowling Green also is in very good condition.

The Club was again successful at the Horticultural Show, three 1st and six 2nd prizes, and five Awards of Merit being obtained. The flowers and plants are in good condition.

CLUB HOUSE.—Some urgent renewals and alterations were made during the season and it is contemplated that further improvements will be effected in the near future.

LADIES PAVILION.—The shed is in fairly good condition but will require some attention soon to put it into better order.

CRICKET.—More matches played than in 1924-25 and the Club experienced an enjoyable and fairly successful season. The 1st XI. finished 3rd (bracketed with C.S.C.C.) in the Senior Division of the League and but for a lack of efficient change bowlers might easily have been higher. With the majority of last year's players still available and the introduction of some new talent it is anticipated that the Club will be able to field a very strong side during the coming season. It is emphasised, however, that regular practice is essential to success and it is hoped that intending players will turn up frequently to nets. Two elevens will be fielded as in previous seasons.

Five members of last year's 1st XI. were invited to go to Singapore with the Interport side, but only two:—Capt. R. A. Warters and Mr. A. W. Ramsey were able to make the trip.

The first XI. played 39 matches, of which 22 were won, 10 lost and 7 drawn.

The second XI. played 15 matches, of which 5 were won, 7 lost and 3 drawn.

TENNIS.—The Annual Lawn Tennis Tournament has not yet been concluded, most of the events, however, are approaching the final stage and it is hoped that a finish will be brought about at a near future date.

We entered three teams in the Hongkong Tennis League, one in each division, and although success was not achieved the games afforded many of our players the pleasure of keen competition.

LAWN BOWLS.—The success which has been maintained in the League matches throughout the season is primarily due to the *esprit de corps* which exists in this section. Entries for Club competitions have been quite satisfactory and games are now in full swing. It is hoped that competitors will help the Committee by playing off the various rounds promptly. The season commenced with a paucity of players, but several new and enthusiastic members have taken up the game and are showing great skill in handling the "lignum vitæ." The green is in excellent condition and it has been frequently expressed by visiting teams that it is one of the best in the Colony. Every possible attention has been given to the nursing of the turf which has rendered such a delightful rendezvous for the devotees of this fascinating game.

CHILDREN'S SPORTS.—The event was held on New Year's Day and met with its usual success. The thanks of the Committee are tendered to the many generous subscribers, and the ladies and gentlemen who so kindly assisted on that occasion.

CONCERTS AND DANCES.—The open air concerts, and several dances at the Hongkong Hotel Roof Garden were held during the year and were all well attended and much enjoyed.

PRIZES.—The Committee thank the numerous donors of prizes for the various sport competitions.

Financial Side.

The income and expenditure account shows that expenditure amounted to $15,883, as against $15,946 for the 1924-25 season. The income side shows an excess of expenditure over income of $485. Subscriptions came to $7,320 and entrance fees to $1,800. Bar sales came to $23,198, and bar purchases to $17,854, while the profit on refreshments amounted to $4,200. On the expenditure side, entertainment came to $1,622, and wages to $5,411.

(*Continued at foot of next Column.*)

KAIPING HOUSEHOLD COAL

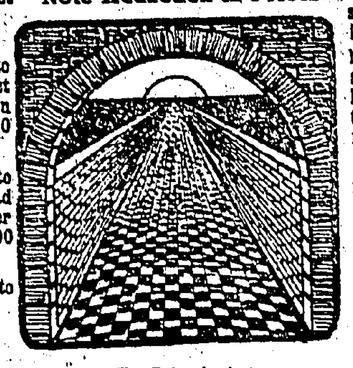
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MAGASIN GENERAL.

LAWN TENNIS.

HONG DOUBLES.

Playing in the fourth round of the Hong Doubles, in connection with the Hongkong Cricket Club, W. A. Nowers and L. M. S. Lloyd (rec. 1/6), A.P.C., defeated F. Syme Thompson and R. K. Valentine (rec. 15.1), Dodwell, in straight set, 6-4, 6-3.

The tournament is now in the semi-final stages and the following are the survivors:—

R. Hancock and R. E. Greensmith (owe 4/6) *v.* A. W. Hayward and J. D. Humphreys (rec. 3/6).

W. A. Nowers and L. M. S. Lloyd (rec. 1/6) *v.* Lieut.-Col. Edmeades and Capt. Howard.

BASEBALL.

TO-DAY'S GAME.

The big event in local baseball will be seen at the Happy Valley diamond at 5 p.m. to-day when last season's champions and the runners-up will meet for the last time.

Until South China suffered their second defeat on Saturday, their chances for premier hours this season seemed good. The Japanese have also lost two matches, both to South China.

On this even footing an interesting game should result. It is difficult to understand how the Japanese, on their form lost to South China, and the champions will have to play a keen game if they are to avert a defeat.

To-morrow afternoon the H.K.V.D.C. play in the League against the Filipinos at the same time.

SHANGHAI GOLFER'S FEAT.

DIRECT DRIVE INTO A HOLE IN ONE AT HUNGJAO.

Despite all the credit that has been given to him for organizing one of the most successful electrical enterprises in the world, Mr. T. H. U. Aldridge now has achieved even greater fame, for he has joined the ranks of the immortals who have "done a hole in one." The feat is the more amazing because it was a direct drive straight into the hole.

Mr. Aldridge was playing in a three-ball game at Hungjao last Thursday and was driving to the hole from the third tee, an iron shot of 100 yd. His ball flew so true that one of his companions said, with a golfing introduction, "It looks as though you will do it in one." The words scarcely were spoken when there was a splash of water, but the ball could not be seen on the green. Hurrying up, the astonished players found the pin standing perfectly upright in the cup, with the ball wedged against it in the hole, from which the water had been splashed. Mr. Aldridge said he never had seen an ohm or ampere like it.

TOURISTS IN CANADA

HONEYMOON COUPLES STILL LIKE NIAGARA.

In the month of June 546,930 tourists entered Canada at Niagara Falls, Ontario, according to a report of the Inspector of Immigration at this port.

Tourist traffic from the United States to Canada is exceedingly heavy this year at all international boundary points of crossing and consequently the Canadian immigration officers are abnormally busy.

Niagara Falls continues to be the most popular mecca for tourists, especially since the falls have been illuminated at night by powerful arc lights of different colours.

It has apparently not been losing any of its popularity as a resort for honeymooners.

Cricket.

Members desirous of playing cricket are requested to sign the list posted on the Notice Board, or to send in their names to the Hon. Secretary, Mr. S. E. Green.

TRAFFIC CASES.

DRIVER WHO USED HIS MASTER'S CAR.

Before Major C. Willson at the Central Magistracy yesterday, Dr. H. Speth, of the Netherlands Harbour Works, North Point, charged his Chinese driver with taking his motor-car out without permission.

The incident of an all night outing with the car during Dr. Speth's absence at Macao was reported to him on his return, and this was verified by looking into the gasolene consumption.

The driver, was fined $5.

Recklessness.

A taxicab driver was charged with reckless driving.

Sub-Inspector Alexander, who was on a motor cycle patrol round on the day of the offence, stated in evidence that he saw the taxi taking the bend at the foot of Lower Albert Road at a speed which he thought was about 25 miles an hour. The vehicle kept going on the wrong side of the road and swerved round another car. He pointed out that the danger was increased by the wet conditions at the time.

Defendant was fined $20.

Collision With a Tram.

A motor lorry driver was charged with driving his vehicle in a negligent manner as to cause a collision with a tram car and damage to the latter.

Defendant was fined $10 and further ordered to pay a like sum as compensation to the Tramway Co.

In charging the driver of a public vehicle, Sergeant Robert said that the man was driving along Praya East up to the Arsenal Street corner at a speed of about 30 miles an hour. The driver was fined $20.

POSSESSION OF ARSENIC.

SEQUEL TO YOUTH'S DEATH.

Following investigations by the police into the sudden death of a young Chinese, who is believed to have died from arsenic poisoning, the boy's father and uncle, joint owners of a medicine shop at Shamshuipo, were charged before Mr. J. H. B. Nihill, at the Kowloon Magistracy yesterday, with having in their possession a quantity of arsenic, without permission.

Sergeant Whelan said the drug had been sent to the Government Analyst for examination; and he now applied for a week's remand. He added that bail of $350 each had been asked for, but neither of the defendants could produce the money.

His Worship pointed out the seriousness of the charge and informed the defendants that he would accept half the sum in cash and the remainder in securities.

The defendants pleaded that arsenic was freely used by all Chinese chemists.

His Worship reminded the defendants that in a statement made to the police, when the boy's death was being investigated, they had denied there was arsenic on the premises.

The defendants were remanded for one week formally, bail being allowed in the sum of $350, made up of $200 cash and the remainder in securities.

The death has occurred of Sir Howard Spicer, vice-chairman of Spicer, Ltd., the paper-making firm. He arrived at an hotel in the vicinity of the Strand in which he was a large shareholder and locked himself in a room reserved for the directors. He was found in the evening dead with a shot wound. Deceased had had repeated and severe attacks of influenza in recent months.

RUGBY.

COMMENCING THURSDAY, 9TH INSTANT, and until Further Notice, there will be A RUGBY PRACTICE Every TUESDAY and THURSDAY on the KING'S PARK GROUND, Kowloon.

All Members desirous of Playing during the Coming Season should Turn Up at These Practices. [8927

ALL QUIET IN CANTON.

NO SIGN OF DISTURBANCE.

CAPTURED STRIKE PICKETS RELEASED.

The reports from Canton yesterday stated that everything was quiet in the City and there was no sign of disturbance. The bluejackets have been withdrawn from the Hongkong, Canton and Macao Steamboat Company's wharf but the *Nesang* is lying alongside.

Our Canton correspondent writes that the strike pickets arrested by the British naval authorities were released on Monday.

The meetings called by the Communists to protest against the British naval action ended with the usual denunciation of "imperialism" and requests to the Foreign Office for action.

The Foreign Office is still advising the Strike Committee not to take any action which will complicate matters.

SWATOW GENERAL'S FAMILY IN HONGKONG.

The family of General Ho Ying-yim, the Garrison Commissioner at Swatow, arrived in Hongkong yesterday. All the troops have left Swatow for the border and as the Kuomintang are preparing to abandon the Port at any moment, the women and children are being sent away.

Two Chinese gun-boats, supporting the anti-Reds are reported to have been seen in the neighbourhood of Swatow.

The 2nd Kuomintang Corps Headquarters in Canton has been advised that one of its divisions operating against the anti-Reds from Kwangsi at Mei-ling was successful in taking Mei-ling. There is no doubt now in Canton that fighting against Marshal Sun Chuan-fang's has to be faced.

THE NEWS AT HOME.

There is no doubt of the interest taken by the people at Home in the Canton news, and a number of papers are cabling to the local correspondents for special reports.

A British wireless message from Rugby, dated September 6th says:—

Telegrams from Canton state that there is complete cessation of firing by pickets' boats which disappeared at the first sign of activity by British naval vessels.

The latter found it unnecessary to fire a single shot.

Although ejected from the British wharf alongside which gun-boats have been stationed, pickets are still showing activity ashore.

The above is a reasonably correct statement of the case, but although the pickets may be still active on shore they are showing at the moment no particular sign of this activity on the Bund.

THE EVANS CASE.

BONDS TO VALUE OF RS.400,000 RECOVERED.

H. & S. BANK MAN BEFORE THE MAGISTRATE.

BOMBAY, August 19th.

The case against Llewellyn Evans, ex-Chief Accountant, Hongkong and Shanghai Banking Corporation, on a charge of criminal breach of trust in respect of Government Securities valued at over Rs. 5½ lakhs came on for hearing on August 26th.

Applying for a remand till that date, Inspector Hurst of the Bombay C.I.D., who is in charge of the case, stated before the Chief Presidency Magistrate that

so far they had succeeded in recovering nearly Rs. 4 lakhs worth of bonds of the property alleged to be misappropriated and some of the missing bonds were in Rangoon.

Besides, the auditor's report on the Bank's accounts had not yet been received.

On Evans' counsel protesting against the undue delay of eight weeks in placing a charge sheet before the Magistrate, Inspector Hurst undertook not to apply for any further remand.

TYPHOON WARNINGS.

The telegrams quoted below were received from the Manila Observatory by the American Consulate-General:—

Sept. 6th, 8 p.m.—Cyclone or typhoon E. of Southern Luzon: direction unknown.

Sept. 7th, 11.45 a.m.—Typhoon in about 128deg. Long. E., and 15deg. Lat. N., moving W.N.W.

Manila, 9.20 a.m., 7th.—Typhoon in about 124 deg. Long. E., 18deg. Lat. N., moving W.N.W.

SUCCESS ESSENTIAL TO KUOMINTANG.

KWANGTUNG READY TO REVOLT.

RUMOURS CONCERNING ACTING COMMANDER-IN-CHIEF.

[FROM OUR CHINESE CORRESPONDENT.]

Signs are not wanting that the people in many parts of Kwangtung are ready to revolt against the present administration as soon as a favourable opportunity presents itself. While the Kuomintang are successful in their military operations and hold the whip-hand nothing will be done. Let the army suffer a serious defeat and the whole situation will be changed.

During the past few days papers have been smuggled into Canton and neighbourhood the reports in which have thrown doubt upon the claims of the officials. In Toyshan the belief was spread that the days of the Kuomintang were numbered and acting under this stimulus a number of the opponents of Bolshevism banded themselves together and pitched into the Government tax-collectors. It would perhaps be unwise to attach great importance to this incident particularly as tax-collectors are notoriously unpopular everywhere, but a straw shows which way the wind is blowing and evidence is accumulating steadily that the Kuomintang have lost popular support and that in a number of districts the people are eagerly anticipating their downfall.

Canton hears that General Chiang Kai Shek, Commander-in-Chief of the Kuomintang Army, has ordered strong concentration of troops at Penghsiang in order to oppose the invasion of Hunan by Kiangsi "anti-Reds."

Members of the Kuomintang in the Southern Capital now admit that unless General Chiang is able to capture Wuchang within the next five days, he will have to retreat southward.

General Li Tsai Hsin, the acting Kuomintang Commander-in-Chief in Canton, is soon to leave Canton for Shiukwan on an inspection tour. Reports are current in "anti-Red" circles that General Li, upon arriving at the Kwangtung-Hunan-Kiangsi borders, will re-organize his strength and if General Chiang fails to advance, he will try to deprive General Chiang of his command and join the "anti-Red" movement. General Li, it is said, was at first not a member of the Kuomintang and, even now, is not a Communist.

THE PIRACY CASE.

JUNKMASTER CHAINED TO TREE.

BOAT AND CARGO STOLEN.

The case in which three Chinese are charged with having pirated a cargo junk in British waters, on July 22nd, was continued at the Kowloon Magistracy yesterday.

One of the *fokis* on the junk, who had given evidence previously, said he recognised the first prisoner.

Witness denied ever having quarrelled with the prisoner. The prisoner said that he recognised witness as one with whom he had a fight when his boat collided with a junk.

The Magistrate asked prisoner if he had any proof that this quarrel had occurred. Prisoner replied that neither had the occupants of the junk any proof that he had been one of the pirates who had stolen the junk.

His Worship pointed out that witnesses had identified him. "Oh," replied prisoner, "I could easily get these men arrested and get two or three men to say lies about them."

HOURS WITHOUT FOOD.

A cook on board the junk said that he was awakened in the middle of the night and saw four men on deck. Three of them were armed with revolvers. Witness was bound. After about an hour's sailing the junk was anchored and witness with other occupants was placed in a small boat. They were put in the hold, and kept there all night and the next day. No food was given them.

Witness recognised the first prisoner. Prisoner questioned him as he had questioned the previous witness, but the cook also denied ever having quarrelled with him.

MASTER'S ORDEAL.

The master of the junk said that the robbers kept him and the steersman on board the junk. Next day he was taken to an island in Chinese territory, was kept prisoner by being chained to a tree until August 14th when he escaped and went to his native village. He returned to Hongkong on August 27th.

The pirates had taken away the junk and the cargo, the total value of which amounted to $1,600. Witness could not identify any of the prisoners.

The three accused were committed for trial.

DANGEROUS BOULDERS AT POKFULAM?

DID PROFESSOR EARLE REPORT TO P.W.D.?

INTERESTING DEVELOPMENT IN PUMPING STATION ENQUIRY.

The question as to whether Professor Earle, of the Hongkong University, made a report to the authorities two years ago as to insecurity of boulders in the vicinity of Pokfulam, created an interesting development in the resumed enquiry at the Central Magistracy yesterday afternoon concerning the calamity which occurred in July at No. 3 Pumping Station, Pokfulam.

It will be remembered that, owing to the storm of July 18th-19th a huge boulder, weighing several thousand tons, crashed from the top of the quarry face at the rear of the pumping station into the building, wrecking the main pump, and causing considerable other damage. In addition, four Chinese coolie workmen were killed in consequence of the fall of the boulder.

The enquiry concerning these men's deaths was opened last Friday by Mr. R. E. Lindsell, sitting as Coroner with a jury. On that occasion evidence was given by a P.W.D. witness as to the fall of the boulder, and the opinion was advanced that the boulder would not have been dangerous in view of the fact that it was covered with earth and before the collapse appeared to form part of an adjoining boulder. Yesterday, it was stated that two years ago a report was made to the Public Works Department by Professor Earle as to the insecurity of boulder in the vicinity of the site, but P.W.D. officers stated that records did not show that any such report had been received. As a result of the failure to elucidate the matter, the enquiry has been again adjourned, in order that Professor Earle may give evidence, on his return from Shanghai.

No Knowledge of Report.

Mr. R. S. Vergette, Inspector of Works in the Building Ordinance Office, P.W.D., who gave evidence at the last hearing was recalled.

Mr. Lindsell: Have you any knowledge of any report having been made to your department by Professor Earle, of the University, about two years ago as to the insecurity of boulders on this site.

Witness: I have no knowledge of it.

Mr. Lindsell: Supposing such a report had been made, to whom would it have been referred?

Witness: To the Director of Public Works in the first instance and then probably direct to the Building Authority.

Mr. Lindsell: Can you tell me who ultimately would have been detailed off, if such a report had been made?

Witness: The overseer in charge of the district.

Had Not Seen It.

Mr. R. S. W. Paterson, engineer of the Buildings Ordinance Office, P.W.D., said he had no knowledge of any report being made by Professor Earle.

Mr. Lindsell: Supposing such a report had been made two years ago would it in the ordinary way have come to you.

Witness: It probably would. In any case I should have been informed. In the ordinary course of events if it had not come to me for action it would come to me for filing.

Mr. Lindsell: Who would have been deputed to visit the scene?

Witness: Either myself or an overseer.

Witness said he went to the scene of the calamity on the morning it occurred. He climbed nearly to the top of the place from where the boulder fell. From his observations he believed the boulder had become dislodged and fallen down with a sliding motion. The heavy end of the boulder had struck the pumping station. The ground was very sodden that morning.

The Boulder.

Mr. Lindsell: As regards the boulder itself and the place it came from, have you formed any opinion as to why it should have fallen?

Witness replied that he thought that at sometime, many years ago, it was part of the boulder which still remained. (At the last hearing it was stated that there were two boulders, and that the one remaining at the top of the cliff formerly adjoined the other one on the top of the quarry face, so that to all appearance they formed one boulder.)

Witness added that it was clear that there had been a layer of earth above it.

Mr. Lindsell: Did you see any evidence of a washout from water?

Witness: No.

Mr. Lindsell: From its position it is unlikely there would have been a washout there?

Witness: Very unlikely.

In reply to further questions, witness said to his knowledge there had been no report of any sort of danger to be apprehended in that quarter.

Mr. Lindsell remarked that he had put this question to the witness because he had been informed that morning that Professor Earle, who was now in Shanghai, had made a report. He suggested that witness should communicate with Mr. Pearce, of the Public Health and Buildings Ordinance Department, P.W.D., and tell him of the questions that had been asked and ask if he (Mr. Pearce) would come to court and make a statement.

Witness did this and afterwards Mr. Lindsell informed the jury that Mr. Pearce had been home on leave two years ago.

Enquiry Adjourned.

Mr. Lindsell said in view of the information he had received he would have to adjourn the enquiry for the attendance of Professor Earle.

Mr. Lindsell also said that records had been searched and there was no trace of any report of danger at this spot.

The enquiry was then adjourned until Monday, September 20th.

GAS MASKS FOR COOLIES.

RECOMMENDATION BY JURY TO P.W.D.

SEQUEL TO DEATH OF WORKMAN.

That in future Chinese coolies, working in sewers, nullahs, or such places where the presence of gas makes the conditions of work dangerous, should be provided with gas masks, was a recommendation put forward by a jury sitting at the Central Magistracy yesterday afternoon. The case was in connection with an enquiry, conducted by Major C. Willson, concerning the death of a Chinese coolie, who was overcome by coal gas fumes while working in the storm-damaged nullah at Pedder Street on July 24th.

The opening of the enquiry was reported yesterday, and it will be recalled that the man was discharged from the Government Civil Hospital on the morning of July 25th as being normal and cured. He returned to his home, but was taken ill the same night and died in the early hours of July 25th. Chemical tests carried out later showed that death was not primarily due to coal-gas poisoning.

A Chinese doctor who was called to the deceased, said when he saw the man he found "he had no pulse." He told the man's father that his son ought to be removed to hospital, and that it was a case that could hardly be cured.

Precautionary Measures.

Mr. Douglas Sandeman Edward, engineer of the P.W.D., spoke as to visiting the scene of the mishap at the nullah in Pedder Street on the morning of July 24th. He put in copies of the Government regulations, which detailed the precautionary measures that have to be adopted in cases of work being carried out in the repair and inspection of sewers, and clearing of storm water drains, etc. These precautions, he stated were drawn up so as to provide for all precautions possible being taken for the safety of workmen.

Witness continued that when he learned of the man in question having been overcome with gas and removed to hospital he enquired whether all precautions had been taken in accordance with the regulations. He was told that they had These regulations, said the witness, were included in the annual contracts made between the Department and the two contractors who carried out drainage work, maintenance and repair of sewers and nullahs.

At the time of the mishap, the deceased was down a manhole clearing sand and boulders out of the nullah.

Filled With Gas.

Questioned regarding the presence of gas in the nullah, witness said that it had escaped from a broken pipe running across the nullah. The whole nullah was choked at the time with sand and boulders washed down from Glenealy and was filled with gas.

Asked by Major Willson why the Gas Company did not turn off the gas, witness replied that the Gas Company spent several days in trying to discover where the leakage was, and were unable to do so. Asphalt formed a belt for gas, and a leakage thought to be on an upper level had often been traced to the lower level.

Care Ordered.

In reply to another question, witness said it was reported to him on July 23rd that the gas was leaking somewhere, and he could smell it himself.

Major Willson: What steps did you take?

Witness: I instructed the contractor that great care must be taken in clearing the nullah and that coolies must work in relays in order to avoid being in the nullah too long. I also ordered that a coolie was not to be in the nullah longer than half an hour at a time.

Major Willson: Were these instructions carried out?

Witness: Yes.

Further questioned, witness said it was his practice to visit the scene three times a day. The gas came out in waves from a four-inch pipe, and was not always noticeable.

He added that provided precautions were carried out he had considered it safe for coolies to work in the nullah.

Why Not Gas Masks?

The Foreman: I understand that at Home gas masks are used in testing for escaping gas and during work of this nature?

Witness replied that this had been his idea, but certain reflections as to whether Chinese would wear them had been cast upon the suggestion. He added that some of the Chinese coolies were not intelligent enough to wear a gas mask and use it properly.

The Foreman: But provided some could be got who were intelligent enough it would make it absolutely safe?

Witness: Yes.

Witness added that on July 29th, owing to the work being repeatedly held up, gas masks were brought into requisition, and were obtained from the military authorities.

Unintelligent Coolies.

Witness said that he wished to emphasise that there was risk in the wearing of gas masks by unintelligent Chinese coolies.

Major Willson: All recruits have to learn.

Witness: Yes, but if a coolie is sent down into a nullah with a gas mask, and does not understand it properly it is quite easy to damage it. An unintelligent coolie would probably go on working thinking he was safe and would very likely inhale gas. In this case when we used masks, we considered it too much risk to allow the contractor's coolies to wear them, but issued them to specially selected coolies of our own.

Major Willson briefly addressed the jury on the evidence and commented on the fact that when the man was discharged from hospital he was normal, and certified as cured. It was a pity they were unable to obtain any evidence as to what he did while absent from his home between eight and ten o'clock on July 25th. The man may possibly have taken some remedies of his own, which could have influenced his death.

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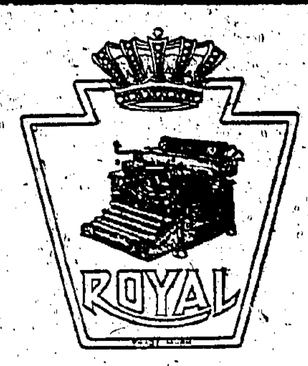
Verdict and Rider.

After retiring, the jury returned a verdict that "the cause of death was due to coal-gas poisoning and that no blame or negligence was attached to anybody."

The jury added the following rider to their verdicts: "We recommend that in cases where conditions in a manhole or nullah are too dangerous for a safety lamp to be lowered that gas masks be used by the coolies under supervision of a thoroughly competent Chinese foreman."

Major Willson: I agree with that rider.

[It was stated by Mr. Edward that although the precautions in the regulations provided for the lowering of a lamp into a manhole, drain, sewer, or nullah to test for possible gas, etc., it would have been sheer foolishness to have done so in this case, as they knew gas was there, and an explosion would have resulted.]



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IN THE SUPREME COURT OF HONGKONG.

COMPANIES WINDING UP
No. 2 of 1926.

IN THE MATTER OF THE COMPANIES ORDINANCES 1911-1921
AND
IN THE MATTER OF THE WA ON STEAMSHIP COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the Petition for the Winding-up of the above named Company by the Court was on the 12th day of AUGUST, 1926, presented to the said Court by LEUNG WING, Judgment Creditor, of No. 21, Canton Road (2nd floor), Kowloon, Hongkong, and that the said Petition is directed to be heard before the Court sitting at 10.30 o'clock in the FORENOON on WEDNESDAY, THE 15TH DAY OF SEPTEMBER, 1926, and any Creditor or Contributory of the said Company desirous to Support or Oppose the Making of an Order on the said Petition may appear at the Time of Hearing by Himself or his Counsel for that purpose and a Copy of the Petition will be furnished to any Creditor or Contributory of the said Company requiring the same by the Undersigned on payment of the Regulated Charge for the Same.

LO AND LO,
Solicitors,
Alexandra Buildings,
Des Voeux Road Central, Hongkong.

NOTE:—Any Person who intends to appear on the Hearing of the said Petition must serve on or send by Post to the above named, Notice in Writing of his intention so to do. The Notice must state the Name and Address of the Person, if a Firm, the Name and Address of the Firm and must be signed by the Person or Firm, or his or their Solicitors (if any) and must be served or if posted, must be sent by Post in Sufficient Time to reach the above named Not Later than 6 o'CLOCK in the AFTERNOON of the 14TH SEPTEMBER, 1926. [3935

HONGKONG CLUB.

NOTICE.

THE SIXTH YEARLY DRAWING of 20 DEBENTURES (1920 Issue—$500 Each) of the HONGKONG CLUB, Payable on THURSDAY, THE 30TH SEPTEMBER, 1926, will be held in the CLUB HOUSE, at 11 o'CLOCK, A.M., on TUESDAY, THE 14TH SEPTEMBER, 1926.

Bearers of Debentures are Invited to Attend the Drawing.

By Order,
T. A. ROBERTSON, Lieut. Col.,
Secretary.
Hongkong, 2nd September, 1926. [3818

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the FOURTH EXTRA RACE MEETING to be held on SATURDAY, 9TH OCTOBER, 1926 (Weather Permitting), may be obtained at the RACE COURSE, CAUSEWAY BAY STABLES and HONGKONG CLUB ANNEX.

ENTRIES Will CLOSE at 12 o'CLOCK NOON on SATURDAY, 25TH SEPTEMBER, 1926. [3906

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the EXAMINATIONS will Begin on MONDAY, DECEMBER 6TH, 1926. Forms of Entry and Copies of Regulations and Syllabus can be obtained on Application to the REGISTRAR.

Each Entry Form, duly filled in, must Reach the REGISTRAR together with the Statutory Fees on or before the 25TH SEPTEMBER, 1926.

Scholarships to be awarded on the Result of the Examinations will be published at a Later Date.

Bound Copies of Examination Papers, set at Past Examinations, can be obtained from the REGISTRAR at $1 Per Set.

W. K. REYNOLDS,
Acting Registrar.
1st September, 1926. [3925

GRAND CONCERT
ON 21st OCTOBER (THURSDAY)
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INTIMATIONS.

THE DIOCESAN BOYS' SCHOOL, HONGKONG.

NEXT TERM Begins on SEPTEMBER 13TH at 9 A.M.

All New Boys should attend School on SATURDAY, SEPTEMBER 11TH at 9 A.M.

Parents and Guardians can see the Headmaster in the School Office on FRIDAY and SATURDAY, SEPTEMBER 10TH and 11TH, From 9 to 11 A.M.

The School Prospectus and General Information can be obtained from the BURSAR.

THE REV. W. T. FEATHERSTON, M.A. (OXON),
Headmaster.
3930]

ST. STEPHEN'S COLLEGE.

NEXT TERM Begins on MONDAY, 13TH SEPTEMBER. There will be an Examination for New Boys (Day Boys and Boarders) at 9.30 A.M. on SATURDAY, 11TH SEPTEMBER, at PROSPECT PLACE, Bonham Road.

Further Information may be obtained from the BURSAR, who will be at PROSPECT PLACE Every Morning.

REV. W. H. HEWITT, M.A., B.D.
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A1—May Road, 5 rooms $218/240

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MARRIAGE.

CORLEY—METCALF.—On August 7th, at St. Paul's, Knightsbridge, JOHN ROBERT FULTON CORLEY, of the Chartered Bank of India, Australia and China (Hongkong and Burma), to HARRIETTE DOROTHY, youngest daughter of the late Captain W. H. METCALF, of Douglas, I.O.M., and Mrs. E. B. METCALF, of Vancouver.

DEATHS.

RENTOUL.—In Ireland, on August 25th, the Rev. R. W. R. RENTOUL, B.A., of the English Presbyterian Mission, Shanghang. [3934

DE SAUSMAREZ.—On August 8th, at a nursing home in London, ARTHUR THOMAS ST. VINCENT DE SAUSMAREZ, Guernsey, aged 49.

FRAME.—On September 3rd, at Liashu, Shanghai-Nanking Railway, DAISY, beloved wife of ROBERT FRAME.

LOPES.—On September 7th, 1926, at 53, Granville Road, Kowloon, ALVARO MANUEL, aged 3 months, the dearly beloved son of Mr. and Mrs. S. A. LOPES.

Funeral will pass the Monument to-day at 5.15 p.m., (Shanghai papers please copy). [3935

Hongkong Office: 14, Chater Road.
London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 8TH, 1926.

CANTON'S LOST OPPORTUNITY.

MR. EUGENE CHEN'S protest against the British naval action in Canton was, perhaps, to be expected, but we regret that it was made. It would have been a far better move on the part of the Kuomintang, from every point of view, if they had taken this excellent opportunity of dissociating themselves from the pickets once and for all. The pickets have had their day. They are hated by the people and no Government can possibly carry on permanently in partnership with them. Now that British bluejackets have cleared them from British wharves and the British naval authorities have announced their intention of preventing them from firing, in future, upon passengers by British boats the Government might have completed the rout by insisting upon the surrender of arms and the disbandment of the organisation. There is no doubt such a step would have been popular with all sections of the community—with the exception, of course, of the pickets themselves—and it would have been the quickest method of securing the removal of the naval guards. If instead of wasting time in making vain protests the Government had offered the British Consul-General reasonable guarantees that it would maintain law and order the bluejackets would unquestionably have been immediately withdrawn. The British Government has no desire to undertake police work for which the Canton Government itself is responsible, but having adopted a definite policy after fourteen months of weary waiting it is unlikely that it will change that policy without some assurance that the conditions which led up to it will be radically changed.

The language used by Mr. EUGENE CHEN in his letter to the British Consul is vigorous and vituperative, but, as he himself knows very well, he does not, and cannot, make out a good case. The wharves are leased to the Hongkong, Canton and Macao Steamboat Company and are therefore British property. British subjects have been denied access to them by the Strike Pickets who have used them as a point of vantage from which to harass British shipping and to prevent the loading of British goods. To argue that no British lives have been endangered is puerile in face of the shooting that has been a nightly occurrence for months past. Moreover, as Mr. CHEN must realise, there is absolutely no resentment of the Navy's action among the Chinese people. The majority of Chinese traders expected such action long since. Their wonder is that it has been so unduly delayed. Now that it has come it is welcomed, and the Canton Government will be guilty of the gravest error of judgment if it allows the Strike Pickets to stir up any ill-feeling among the baser elements of the population. Evidence is steadily accumulating that the people are sick and tired of the present administration, or rather lack of administration. The turning point has almost come. Only a spark is needed to start a conflagration which would certainly end the Kuomintang's career, and any attempt at engineering a demonstration would probably supply it.

No one knows better than the Canton Information Bureau that for weeks past the people have been buoyed up with lies. The truth is now beginning to trickle through. Wuchang has not yet fallen and members of the Kuomintang themselves admit that unless it falls within five days the retreat of the Southern Army will be imperative. The capture of Wuchang was celebrated with great ceremonial days ago and people do not like being fooled. It has been repeated time and again, with ever greater vehemence, that Marshal SUN CHUAN-FANG would co-operate with Canton or remain neutral. General CHIANG KAI-SHEK has at last burst that bubble. Surely his statements must be accepted. With Marshal SUN's army bombarding the lines of communication to the Yangtze how can General CHIANG retreat. It is probable that the responsible officials in Canton knew that he went with the intention of never returning. But what of those who remain behind? A vigorous administration is needed but it must be an administration in which the Strike pickets play no part. The Canton Foreign Office had a priceless opportunity of getting rid of these encumbrances, who will ultimately bring about their downfall, and they have thrown it away in order to write glibly, but insultingly, of "rough-neck sailors." It was not statesmanlike. It was not clever. It was not common sense.

A suit of clothes and $147.50 in money have been stolen from a carpenter's shed in Seymour Road.

According to a Reuter's telegram, dated September 7th, a boy has died of bubonic plague in Liverpool.

A consignment of silver amounting to $600,000 has been conveyed to Nanking from Shanghai Chinese banks for Marshal Sun Chuan Fang, to pay his troops.

Robert Young, a Chinese youth, was fined respectively $10 and $5 at the Central Magistracy yesterday, for riding a motor-cycle without a licence, and with using a wrong number-plate.

A gold watch, valued at $250, has been stolen from Mr. Russell, Government Marine Surveyor, who states in a report to the police that he left the watch in the pocket of his coat hanging in the bedroom.

Freight service on the Shanghai-Nanking Railway has been suspended. The reason for this is the confiscation by the military of freight wagons for their own purposes. Some 150 wagons have been taken away.

Capt. Laurenson, Secretary of the China Coast Officers' Guild and Mr. Stokes, Secretary of the Marine Engineers' Guild of China, left in the s.s. *Szechuen* for Shanghai. They expect to return about the 21st inst.

In the report of the trouble on the *Angers*, in our issue of September 2nd, it was stated that the gangway was hauled up by the crew and not lowered until 11 o'clock. The French official reports state that the gangway was lowered at 9.30.

Among the passengers on the *Patroclus*, which is due shortly, is Mr. Alex. Ross, of Alex. Ross & Co., Manchester, Hongkong and Shanghai. It is 44 years since Mr. Ross first came out East to the service of the then important and highly respected firm of Messrs. Holliday, Wise & Co.

Dr. Roy Chapman Andrews, noted American explorer and archæologist, who has recently emerged from his third Mongolian expedition in search of prehistoric remains and evidence of the "missing link," left Shanghai on the 4th inst., for the U.S.A. where he intends to proceed on a lecture tour.

A drowning fatality was reported from the New Territories, on Monday. A group of small boys had gone into the stream behind the Taipo Railway Station and whilst bathing one of them, named Lai Chi Wan, was seen suddenly to go under. Attempts to rescue the boy were unsuccessful. The body was recovered some hours later.

Another batch of 25 students has left Shanghai to join the Shun San (Dr. Sun) University at Canton, says the *N.-C. Daily News* of the 4th inst. It may be remembered that more than 100 students, whose Communistic tendencies were too much for their college in Shanghai, left for this particular university early in the summer.

A meeting of the Sanitary Board was held yesterday, there being no items of public interest on the agenda. Those present were Mr. N. L. Smith (President), Hon. Dr. W. V. M. Koch, Hon. Mr. H. T. Creasy, Dr. J. C. Macgown, Dr. S. W. Tso, Col. Boylan Smith, Mr. Wong Kwong Tin, Dr. A. G. M. Severn (M.O.H.), and Mr. R. A. D. Forrest (Secretary).

Home and European mail *vid* Siberia arrived yesterday morning by the s.s. *Tjikarang*, which also brought Shanghai mail. The total number of bags landed was 225, of which 36 were from the United Kingdom, and 28 from the Continent. The *Empress of Russia* brought 426 bags of mail from Canada, U.S.A., Japan and Shanghai, and the s.s. *Sarpedon* 25 bags from Shanghai.

Lieut.-Col. Ronald Macclesfield-Heath, C.M.G., D.S.O., who is taking over command of the British forces in North China, is a member of a famous military family and has spent all his adult life in the army. He has received many military honours, including the much coveted Queen's Medal, the Distinguished Order and, during the great war, the French Croix des Guerre.

The next term of the Diocesan Boys' School, Hongkong, is announced to begin on Monday, September 13th. All new boys should attend the school on Saturday, September 11th at 9 a.m. Parents and guardians can see the Headmaster in the school office on Friday and Saturday, September 10th and 11th, from 9 a.m. to 11 a.m. The school prospectus and general information can be obtained from the Bursar.

A young Chinese woman was detained on board the steamer *Taiping*, when she arrived from Hongkong at Sydney on August 10th. Although she was in possession of a certificate giving her birthplace as Melbourne, she could not speak a word of English. She travelled on board with her father, and it was stated that her husband was living in Sydney. After questioning her through an interpreter, Customs officials decided against permitting her to land.

In its effort to identify itself more closely with China and the Far East, Seattle is opening on September 24th one of the finest motion picture theatres in the United States, which is being decorated throughout its interior in Chinese design. It will present a riot of colour in its efforts to portray symbolic themes from old Chinese legends. The dragon, the phœnix, the lotus, the peony and the chrysanthemum all have their place. The beauties of Chinese architectural design, which is so elegantly featured in the construction of Peking, have served as models for the decorativ features in this unique bit of China as portrayed in Seattle's new theatre. It has a seating capacity of about three thousand, which means that as many as two million people can be entertained there during the year.

The concert in aid of the Alice Memorial and Affiliated Hospitals, which is to be given at the Theatre Royal on Monday, September 20th, is under the patronage of H.E. the Governor and Lady Clementi, and the programme for it is being arranged by Professor Harry Ore. The programme will be contributed to Mr. V. G. Darrow, the well-known local Russian baritone, and other local artistes are also giving their services for the benefit of the hospitals. Booking may be made at the Anderson Music Co., Ltd., Ice House Street.

Mr. R. F. Johnston, tutor to Pu-Yi, the young ex-Emperor of China, has returned to England for the first time in thirteen years. He has gone in connection with the winding up of the Boxer Indemnity business, and is acting as secretary to the British Delegation. It was Mr. Johnston who saved the boy-Emperor after the *coup d'état* of Feng, the Christian General, in November, 1924. The *Daily Graphic* says that in spite of the thrills of life in the Far East, Mr. Johnston finds much to astonish him in Wonderful London. He even confesses to feeling awed by the motor-buses.

Mr. Sion Hanania, reputed to have been very wealthy formerly, was found dead, in his residence at the corner of Seymour and Bubbling Well Roads yesterday morning, says the *N.C. Daily News* of the 4th inst. Deceased's servant, who came into his master's room found him hanging from the cross-beam above the bedroom door. His left arm was also slashed. At an inquest conducted by Mr. G. W. King, O.B.E., Mr. Somekh, who had known him for a long time, identified the body. Mr. Hanania came to Shanghai about a year ago and is thought to have been very wealthy, some saying he was worth Tls. 10,000,000 at one time. Among his effects were found certain papers which indicated that he had been speculating in sugar.

Messrs. Komor & Komor, art dealers, have taken possession of their new premises on part of the ground floor of St. George's Building. Their new shop is situated in what was until recently part of the late Café Wiseman. The necessary reconstruction has been quickly carried out and a partition wall between the other part of the ground floor put up. Large windows of Messrs. Komor & Komor's shop face both in Ice House Street and Chater Road. Yesterday the various curios were in course of being displayed and exhibited in prominent positions in the shop. Next door, in the adjoining part of the late Café Wiseman, Messrs. Anderson Music Company have taken over. A notice in their old shop at the opposite side of the road indicates that it is to let. The other part of the ground floor of St. George's Building is rapidly approaching completion, in its reconstruction and will be taken over shortly by the other occupiers who have previously been mentioned as removing there.

OBITUARY.

MRS. ARCHIBALD LITTLE.

A great reformer, traveller, writer, and pioneer of British interests in China has passed away in Mrs. Archibald Little, whose death took place on July 31st, at the ripe age of 81 years. Until a year or two ago her energy was unabated, but latterly her health failed and the end was not unexpected. The ties of many years were broken in 1908, when Mrs. Little left China to settle in the old country. She was accompanied by her husband, and they took up residence at Falmouth, where Mr. Little died in November of the same year.

LADY WADE.

Lady Wade, the widow of Sir Thomas Francis Wade, G.C.M.G., K.C.B., at one time Minister in China, has died at Tunbridge Wells, after a short illness. She was Amelia, granddaughter of Sir William Herschel, the distinguished astronomer who discovered the planet Uranus, and she married Sir Thomas Wade in 1868, who three years later became British Envoy at Peking and held the post till 1883. Later he became Professor of Chinese at Cambridge University.

SURGEON-CAPTAIN REED, R.N.

The death occurred on August 2nd, at Salisbury, of Surgeon-Captain John Charles Groscort Reed, R.N., retired, aged 53. Dr. Reed became a surgeon in the Navy on May 13th, 1896, and four years later was in the *Algerine* at the taking of the Taku Forts during the war in China, receiving the China medal and Taku clasp. He was on duty at the time in a temporary hospital between the attacking ships and the forts. Afterwards he accompanied the first water party for the relief of Tientsin.

THE LATE MR. ERIC YOUNG.

Mr. Eric Young, who, according to a recent Reuter's cable, was reported as missing on the President Polk, shortly before the vessel's arrival in Manila, was the second surviving son of the late Mr. Robert Young, the well-known founder and editors of the *Japan Chronicle*, of Kobe. Accompanied by his wife, whom he married some four years ago in London, Mr. Young left Kobe on the 21st ultimo by the President Polk on a trip to Europe for the benefit of his health. He had a nervous breakdown a few weeks ago, following a long spell of indifferent health, and the doctors assured him that he would be quite fit again in six months after a change and rest. Mr. Young saw service in the Great War, serving on the French and Italian fronts as a despatch-rider. On his return to civil life he became associated with the business side of the *Japan Chronicle*. He was very popular in Kobe, and took a keen interest in athletics, being a good cricket and football player. In addition to his wife, he is survived by his mother and brother in Kobe, and a sister in England.

THE STRUGGLE IN CENTRAL CHINA.

CANTONESE NOW THREATEN SUN CHUAN FANG.

FIRES BREAK OUT AT WUCHANG.

[THROUGH REUTER'S AGENCY.]

PEKING, September 7th.

In view of the dramatic turn of events at Hankow, increasing interest and importance attaches to the position of Sun Chuan Fang. Canton despatches suggest that he will become the next target of the Southern expedition, having been notified that unless he withdraws his troops from Kiangsi immediately, the Cantonese will begin an offensive against him.

The above suggests that a telegram was probably despatched earlier and censored.

SHELLS FALLING INTO HANKOW CONCESSIONS.

SOUTHERNERS SUFFER SEVERE CASUALTIES.

PEKING, September 7th.

Earlier telegrams from Hankow show that on the morning of the 5th inst., the Northerners were still holding Wuchang in face of determined attacks by the Southerners who, according to Chinese despatches, have suffered severe casualties.

Meantime, a Southern force, stated to consist of a division and a half is moving towards Heishan, twenty *li* westward of Hanyang.

Shells from Southern guns began to fall on the Hankow concessions, by way of reply to the bombardment of the Northern gunboats, and fires broke out at Wuchang at several points.

At dusk on the evening of the 5th, the Southerners reopened their attacks against Wuchang, but still unsuccessfully, except, possibly, that they prevented the Northern reinforcements being sent to Hanyang, which is being heavily attacked.

[BRITISH WIRELESS SERVICE.]

THE RUPEE.

INDIAN GOVERNMENT'S COMMUNIQUE.

RUGBY, September 6th.

Doubts have been expressed in certain quarters regarding the intentions of the Government of India in the matter of maintaining exchange at 1s. 6d. per rupee, in view of the postponement of consideration of the Currency Bills by the Legislature.

The Government of India have now issued a communiqué stating that, in accordance with the announcement made on August 4th, they will continue to take such steps as may be necessary to prevent any undue fluctuation in the exchange value of the rupee, in order to confine the movement of exchange within approximate upper and lower gold points as calculated on the basis of a gold rupee at 1s. 6d.—that is to say 1s. 6.3/16d. and 1s. 5⅝d.

[THROUGH REUTER'S AGENCY.]

BRITISH TRADE UNIONISTS.

BOURNEMOUTH CONGRESS OPENS.

LONDON, September 6th

There are 697 delegates attending the 55th annual Trade Union Congress at Bournemouth.

Owing to the Home Office ban, M. Tomsky and other Russian delegates have not arrived at Bournemouth. No importance is attached to the report that M. Yarotsky, interpreter for the Russians, is hiding in Bournemouth.

There were fraternal delegates from America, Canada, India, Mexico, and the Amsterdam Internationale. On the score of economy, the delegation from the Miners' Federation was smaller than usual.

The discussion on the general strike and coal stoppage was deferred in view of the pending negotiations.

The report of the Council showed a total membership of 4,365,414, an increase of 14,452 compared with last year.

AUSTRALIAN POLITICS.

A REFERENDUM DEFEAT.

LONDON, September 6th.

A referendum in Australia on two constitutional amendment submitted by the Federal Government, empowering the Government to make laws applying to coporations of all kinds, regulating labour conditions throughout the Commonwealth, establishing the authority of the Federal Courts to conciliate and arbitrate in all trade disputes, and enabling the Government to protect the interests of the public in the event of actual or probable interruption of any essential service, has resulted in a large majority voting against both proposals.

Mr. Bruce, asked what he would do as a result of the referendum defeat, replied that, since the people said "No," there was nothing further to be done.

SOUTH AMERICAN STRIKE.

BOGOTA, September 6th.

Five thousand employees of the Pacific Coast Railway, who struck recently, and the stevedores at Buenaventura, who struck in sympathy with them, have resumed work. The strikers' claims were conceded.

POLISH AIRMAN'S FLIGHT.

WARSAW, September 6th.

The Polish airman, Orlinski, has arrived at Tokyo from Warsaw.

RAILWAY DISASTERS.

A SERIES OF STARTLING EVENTS.

EXTRAORDINARY INCIDENT AT LEEDS.

[THROUGH REUTER'S AGENCY.]

LONDON, September 7th.

An express travelling to London from Glasgow over-ran the buffers at Leeds station early this morning. The engine crashed through two walls and demolished the end of the station, stopping within a few feet outside a cab rank opposite the hotel roof at the station end which fell on the engine. There were no casualties.

TERRIBLE SMASH IN CHICAGO.

CHICAGO, September 7th.

Eight persons were killed and over a hundred injured in a collision at Courtlan Street Station. Two passenger trains and two wooden cars at the rear of a stationary train, containing holiday makers telescoped.

TRAIN JUMPS THE RAILS.

VANCOUVER, September 7th.

Four persons were killed when a goods train jumped the rails of a bridge a hundred miles east of here. Fire broke out destroying the bridge. Twenty-six cars were partially burnt and precipitated into a canyon a hundred feet below.

SPANISH AFFAIRS.

"ALL IS CALM."

MADRID, September 6th.

The handing over of the Commands of Artillery, decreed yesterday, has continued everywhere without incident.

It is believed that complete order will be restored during the course of to-day. Advices from the provinces state that all is calm.

RINGLEADERS TO BE COURT-MARTIALLED.

MADRID, September 7th.

An official *communiqué* confirms the view that the artillery mutiny is ended, and that all the disaffected units have surrendered. The ringleaders will be court-martialled. The movement did not necessarily imply a plot, for the military and political resolution was a rebellion against Government orders by a clique of high officers unsupported by the rank and file.

CINEMA TRAGEDY.

DISTRESSING IRISH VILLAGE DISASTER.

MANY KILLED AND INJURED.

[THROUGH REUTER'S AGENCY.]

LONDON, September 6th.

In the cinema disaster at Drumcollogher, County Limerick, 47 were killed and eleven injured. The cinema belonged to a local man who started it only a few weeks ago.

The fire started last evening in the operator's box, which was close to the only exit, and access to which was gained by a ladder from the ground. The whole structure was soon ablaze.

The ladder collapsed and the audience fought wildly for the exit, which was choked. About a hundred escaped. The remainder, shrieking widly, were trapped and they tore vainly at two barred windows.

Ambulances Busy All Night.

The dead include an entire family, comprising a teacher, his wife and child, brother, sister-in-law and maid; also a child from London who was visiting the village, and several mothers with their children.

Ambulances were busy all night long removing the dead and injured.

A Wild Rush.

The building was entirely of wood. A film caught fire, the flames spreading rapidly. There was a wild rush for the only exit, many being trampled down as the exit became choked. There was mad confusion and disorder.

Many of those who escaped were seriously injured. Most of the charred remains were unrecognisable.

Drumcollogher has only 948 inhabitants.

THE ST. LEGER.

LONDON, September 7th.

The Norman Duke was scratched at 12.25 to-day.

[REUTER'S AMERICAN SERVICE.]

MEXICAN PROBLEMS.

HOME PRODUCTS IN FAVOUR.

MEXICO CITY, September 6th.

President Calles is co-operating with Chambers of Commerce in an effort to relieve the economic situation. He has instructed Government departments not to purchase abroad products which are procurable in Mexico.

The Foreign Office has reiterated its intention not to renew the treaties of amity and commerce with Britain, France, Germany and other countries, expiring this year, but has expressed its willingness to negotiate new treaties.

MEXICO'S RELIGIOUS CONTROVERSY.

MEXICO CITY, September 6th.

The Catholic Episcopate has published the text of a petition which it intends to present to Congress for the repeal of certain clauses of the Constitutional amendment so as to accord with the Mexicans' religious freedom.

The petition makes it clear that the Catholic Church does not ask for special favours, but desires liberty for all religions.

THE FIRING ON BRITISH VESSELS.

THE SEIZURE OF THE BUTTERFIELD STEAMERS.

YANG SEN'S HIGH-HANDED ACTION.

BRITISH GUNBOATS RETURN FIRE.

[THROUGH REUTER'S AGENCY.]

PEKING, September 7th.

Following Yang Sen's seizure of the two Butterfield & Swire's steamers, Yang Sen refused to talk with the commander of H.M.S. *Cockchafer*, which was lying at Wan Hsien and insisted on discussing the matter with the Consul, who accordingly proceeded to Wan Hsien from Chungking.

The Consul demanded the removal of the Chinese guards from the captive steamers as a preliminary measure, but met with a stubborn refusal, although he offered to guarantee that the offending vessel should return to Wan Hsien or that other two steamers should remain until the matter of the sinking of the two junks was settled.

H.M.S. *Widgeon* was then ordered to proceed to Wan Hsien and also the steamer *Kaiwo*, carrying a party of marines as a display was thought advisable in view of the Chinese attitude.

On Sunday evening H.M.S. *Widgeon* and the *Kaiwo*, accompanied by H.M.S. *Cockchafer*, entered Wan Hsien harbour when they were heavily fired on with guns and rifles from Wan Hsien.

As their position was immediately very dangerous the gunboats returned fire, while retiring down-stream to Ichang.

WIRELESS MESSAGE.

A British wireless message from Rugby says the Admiralty reports that on the Yangtse River some casualties have occurred on the naval vessel *Cockchafer* and on the naval auxiliary *Kaiwo*, as the result of firing from the river bank.

H.M.S. SCARAB'S "ENCOUNTER."

SHANGHAI, September 7th.

Though there is a number of reports of foreign ships being fired on, it is stated that the gunboat *Scarab* was in Hankow at the time that the alleged encounter with the Southerners was reported by a Japanese vessel to have taken place.

It will be recalled that a telegram received by a Japanese shipping firm from Hankow stated that a Japanese vessel witnessed the British river gunboat *Scarab* in action with the Southern troops near Huachongkung, 50 miles up from Hankow, exchanging fire for more than two hours.

THE LEAGUE OF NATIONS.

ASSEMBLY OPENS.

WELCOMING GERMANY.

[THROUGH REUTER'S AGENCY.]

LONDON, September 6th.

The opening speech by the Czecho-Slovakian Premier, Dr. Benes, at the Assembly of the League of Nations was broadcast by wireless from Geneva.

Dr. Benes said the League, ever since its creation, had been concerned with the problem of disarmament and was appreciably nearer its goal. Members of the League, in response to the Assembly's recommendation, were inaugurating among themselves a vast new political system, based on the principle of conciliation and arbitration. As regards the organisation of the Council, the report which had been adopted seemed to hold out the prospect of a unanimous and speedy agreement. A cordial welcome would be extended to-morrow to the League's new member, Germany. They were saddened by the thought of the departure of States which were very dear to them, but they had not lost all hope.

New President.

GENEVA, September 6th.

The Assembly, by 42 out of 48 votes, elected M. Nintchitch, the Jugo-Slavian Foreign Minister as President.

M. Nintchitch, in a speech, expressed Jugo-Slavia's attachment to the League as the guardian of peace and civilisation. He hoped the clouds which had darkened the horizon during the last few months would be dissipated. "The imminent presence of an additional great nation among us should afford us full confidence."

The above allusion to Germany's entry into the League is all the more significant coming from the lips of the representative of a country which suffered at the hands of Germany during the war.

LATER.

The League Assembly Credentials Committee, composed of eight delegates, includes Mr. Wang King-ky.

ANTI-FASCISTS.

U.S. LABOUR LEADER'S DECLARATION.

NEW YORK, September 6th.

"The Federation will stand and work with the anti-Fascist alliance in North America until Fascism is driven from the face of the earth," declared Mr. William Green, President of the American Federation of Labour, addressing five hundred delegates at the first annual Convention of the Alliance.

Mr. Green said he had come purposely to show the deep sympathy of the workers with anti-Fascism, declaring that Fascism was the enemy of society and humanity.

THE BRITISH COAL DISPUTE.

OWNERS OBJECT TO NATIONAL SETTLEMENT.

CONFERRING WITH CABINET.

[BRITISH WIRELESS SERVICE.]

RUGBY, September 6th.

The members of the Central Committee of the Coal-owners this afternoon met Mr. Churchill and othe rmembers of the Cabinet to explain their objections to entering upon negotiations with the miners on a national basis. The meeting lasted two hours, and it was stated that a verbal report of the proceedings would be issued late to-night or to-morrow.

Previous to the conference, the Coal-owners' Central Committee had had a long discussion at their offices, and it was stated by one of their spokesmen that they maintained their resistance to a national settlement. They declined, he said, to put it in the power of the Miners' Federation to bring about another national strike.

That the position in regard to supplies of coal is better than it was, despite the prolongation of stoppage, is shown by an announcement made to-day by the Mines Department. This relaxes the restrictions on the purchase of coal to some extent. Householders will be able to buy, without permit, one hundred weight of coal a fortnight instead of only half a hundred weight. This applies to British coal as well as imported. Shopkeepers are allowed to use more light for their establishments.

[THROUGH REUTER'S AGENCY.]

Mr. Churchill's Warning.

LONDON, September 6th.

The meeting of the Cabinet Coal Committee and representatives of the Mining Association this afternoon lasted for two hours.

A verbatim report, which has been issued, shows that Mr. Churchill and other members of the Committee pleaded with the Association to meet the miners and discuss the questions at issue, including a national agreement.

Mr. Evan Williams, in reply, emphasised that the Association would not enter into negotiations with the Federation on a national agreement. He declared there had never been peace in the industry since they had national agreements.

Mr. Churchill emphasised that if the Mining Association finally decided never to negotiate on a national basis, then the Government would have to move forward upon its own course of action in the Association's absence. He earnestly hoped the Association would seek from its constituents authority to enter the discussion. It would be a very serious disaster for the Association to take up an alterable attitude at present.

Mr. Williams said they could not seek powers to do what they felt was wrong, but they would submit the facts to a meeting of their Central Committee to-morrow and take their opinion.

IMPORTANT ENDORSEMENT.

LONDON, September 7th.

The Mine Owners' Committee, after a three-hour meeting, endorsed Mr. Evan Williams' standpoint. They communicated with Mr. Churchill yesterday evening, but, in deference to the Chancellor's wishes, they decided to ask the districts whether they desired to reconstitute the Mining Association as a national negotiating body.

HOME FOOTBALL.

LATEST LEAGUE RESULTS.

LONDON, September 6th.

The following are the results of matches played in the English League yesterday:—

DIVISION I.

Bolton 2, Arsenal, 2.
Cariff 3, Leeds 1.
Burnley 3, Newcastle 3.
Wednesday 1, West Ham 0.
Tottenham 2, Leicester 2.
West Brom 3, Everton 2.

DIVISION II.

Chelsea 2, Notts Cty 0.
Oldham 1, Manchester C. 2.

DIVISION III. (SOUTH).

Aberdare 1, Millwall 3.
Brentford 3, Southend 1.
Bristol R., 2, Merthyr 1.
Coventry 0, Gillingham 2.
Northampton 3, Norwich 0.

DIVISION III. (NORTH).

Crewe 4, Rochdale 0.
Doncaster 1, Stockport 2.
Lincoln 1, Tranmere 2.
Wigan 0, Stoke 3.
Walsall 0, Ashington 0.

HOME CRICKET.

THE MATCH AT CHISWICK.

LONDON, September 6th.

It was dull and showery at Chiswick to-day and there were only one thousand spectators to witness the resumption of the match between the Australians and the Civil Service Cricket Association.

The Australians carried their overnight total to 454 for the loss of seven wickets when H. L. Collins declared. The principal contributor was S. C. Everett who made 100 not out.

Rain then interrupted and there was no further play until 2.30 p.m. The Civil Service side collapsed, the whole side being dismissed for 59 runs. Following on they had made 93 runs for the loss of three wickets when stumps were drawn. The match was only a two-day one, and the game was drawn.

LAWN TENNIS.

ANOTHER LADY PROFESSIONAL.

NEW YORK, September 6th.

Mr. Pyle, Mlle. Longlen's American Manager, announces that the well-known American tennis player, Miss Mary Browne, will join professional lawn tennis ranks and be one of Longlen's opponents during her forthcoming American tours.

INSURRECTION OF DEPORTEES.

THE TROUBLE ON THE "TALAMBA."

MAN MURDERED AND TWO STABBED.

INFURIATED MEN FIGHT.

The British India steamer *Talamba*, from whom, as reported yesterday, wireless messages were received regarding the insurrection and mutinous conduct of a number of deportees, which she was bringing from the Straits to Hongkong, arrived in port yesterday morning, escorted by H.M.S. *Carlisle*.

The *Talamba* arrived at Junk Bay late on Monday night, in company with the *Carlisle*, which, it will be recalled, was despatched from Swatow to her assistance on Sunday night in consequence of the urgent wireless messages received asking for assistance. Yesterday morning she came into Kowloon Bay, where the naval authorities handed the ship over to the police, who went aboard and made a thorough examination of the vessel and carried out extensive investigations. No one was allowed on board until the police had concluded their enquiries.

As a sequel to the trouble which occurred on the *Talamba*, one of the deportees has been arrested for the murder of one of his fellow deportees, whose body was brought to Hongkong. Two others, whom he is said to have wounded are in hospital; while the remainder of the deportees are at present lodged at the Central Police Station pending police action.

Details of the Incident.

A sensational story was related on the arrival of the *Talamba*. The details of the incident which occurred on board are as under:

There were altogether 64 deportees on the vessel, while in addition she was carrying 1,100 deck passengers and eleven Europeans in cabins. The trouble originated among the deportees themselves, and was entirely confined to them, the deck passengers not being interfered with or brought into the affair.

It is the usual custom when deportees are being carried to allow four men at a time to come on deck to fetch fresh water. The deportees follow in this manner in relays, returning afterwards to their quarters in the hull, which forms a sort of prison, with locked doors. At about eleven o'clock on Sunday morning the usual practice was observed and four of the deportees were allowed on deck, where there were then three Indian guards. A dispute arose between the men and one of them, the one now held by the local police on a charge of murder, suddenly drew a dagger, which by some means he had managed to secret about his person. He attacked one of the other three, stabbing him in the lower part the arm. He then stabbed another of the trio in the middle of the back. The other two managed to hold him, but he manged to stab a third man in the chest the dagger pentrating the heart and lung. This victim succumbed to his severe injuries.

Trouble Breaks Out.

The Indian guards intervened and secured the attacker to a stanchion. It was after this that really serious trouble broke out.

The deportees down below, on hearing of what had occurred, clamoured for the release of the man in chains, demanding that he be sent back to them. They then commenced making all manner of threats against those on board, and especially against the Chief Officer. Taking matters into their own hands, they began to smash up everything they could lay hands on, breaking the locks of several hatches.

All this time fighting was going on between the deportees and it is stated that the Indian guards declined to go near the howling mob. A party of officers of the ship who went below were received by a shower of rice bowls thrown at them by the mutinous men.

It might be mentioned here that it is impossible to handcuff deportees at sea because of the possibilities of shipwreck.

Door Barricaded.

Attempts were made to rush the doorway and in view of the dangerous temper and the number of deportees, it was decided by the Captain to withdraw the guards and barricade the door, for there was the fear that at any time the infuriated deportees might break out and attempt to do injury to those on board.

The door of the deportees' quarters was locked and large blocks of wood piled against it. Attempts to break down the barricade failed, but the hours which followed were anxious ones for the handful of officers on board and the European passengers. The European passengers were served out with arms and ammunition and did guard duty on Sunday in change with the officers, who had their other duties to attend to. This guard was maintained until the arrival of the *Carlisle* on Monday tiffin time. The passengers on guard duty included Mr. A. Wheat and Mr. Eddie Sultan.

Factions Quarrel.

Subsequently the man who ran amok, and who is to be charged with murder by the local police, attempted to hang himself with his girdle, but was prevented.

The deportees appear to have been divided into two factions—one group being Amoy men and the other Canton men. Almost as soon as they left Singapore, they started to complain about their food, but later on trouble of a more serious nature broke out.

(Continued on next column.)

It was at 5 o'clock on Saturday evening that it was found that the two factions were quarrelling among themselves. They were in their own quarters, confined under hatches, and were in charge of ten Indian guards and a Chinese interpreter. When the trouble began to assume a serious aspect, the Indian guards sent for the Chief Officer (Mr. F. Stovall), and on his arrival the deportees threw a bottle at him. However, after a while matters quietened down.

Wireless messages were sent but failed to reach Hongkong direct. The P. and O. liner, *Macedonia*, however, on the way from Hongkong to Singapore, picked up the messages and passed them on to the Hongkong Naval authorities.

On the arrival of H.M.S. *Carlisle* twenty-five sailors and seven marines were placed on board, all armed, and having in addition a Lewis gun. All then remained quiet until the arrival of the *Talamba* here.

Deportees Landed.

The deportees were taken off the vessel by police launch, in charge of Mr. T. H. King (Director of Criminal Intelligence), yesterday morning, and, as stated, were lodged at the Central Police Station, pending further inquiries and police action. In the ordinary course of events deportees arriving in Hongkong are taken to the Central Station where photographs and finger prints are taken before they are transferred to their destination. As far as can be gathered at present this will be the course adopted in this case.

The police in Kowloon, who first boarded the *Talamba*, under Mr. D. Burlingha, (Deputy-Superintendent of Police), who was accompanied by Detective-Inspector Pincott and Sub-Inspector Andrews, took charge of the arrested man for murder, and also detained several other deportees who will be required as witnesses in the case, and from whom statements are being taken.

Murder Charge.

The arrested man is to be formally charged with murder this morning, and will be brought before Mr. J. H. B. Nihill at the Kowloon Magistracy to-morrow morning, when it is expected a formal remand will be asked for, in order that evidence may be completed for the hearing of the case. The two wounded men are in hospital and it is likely that the case will not be finally completed until their evidence is available.

The *Talamba* is now due to sail for Amoy, Kobe and Osaka on Friday at noon. She was to have left to-morrow morning, but this incident has caused a delay in discharge and loading of cargo.

SHANGHAI'S LABOUR AGITATORS.

POLICE HOLD THEM IN HAND.

VOLUNTEERS STANDING BY.

QUIETNESS RESTORED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 7th.

This morning labour agitators and students held a mass meeting at West Gate, in the Native City, after which large crowds proceeded to Nanking Road creating a din and throwing pamphlets in the air.

The police, aided by specials, despersed all the gatherings till noon, and succeeded in preserving order. Only four arrests were made.

No acts of violence, so far, have been reported.

Half the Volunteer Corps are standing-by, but, so far, have not been called out.

DEMONSTRATIONS ARRANGED.

SHANGHAI, September 6th.

Students and labour agitators are planning large demonstrations for to-morrow, which is the 25th anniversary of the signing of the Boxer Protocol.

The authorities have taken all precautions. The Volunteers and Police Reserves were partially ordered to mobilise this morning.

LATER.

The demonstrations were not resumed this afternoon. All is quiet and the Volunteers and Special Police have been demobilised.

WORKING-UP AGITATION.

The *N.-C. Daily News* of the 4th inst., stated:—

Shanghai students are already conducting a propaganda campaign in order to make the celebration of Humiliation Day, September 7th, the anniversary of the signing of the Boxer Protocol, a success from their point of view. They are trying to get the merchants, shopkeepers and labourers to participate, and pamphlets of a distinctly inflammatory nature have been issued.

WEATHER REPORT.

Last night's weather report, forecast and remarks, issued from the Royal Observatory at 5.15, stated:

A depression is situated N.W. of Chefoo. it is moving eastward.

The typhoon appears to be in about Lat. 15deg. N., Long. 126deg. E., moving N.W.

Local forecast: East winds, moderate, fine.

Coupon

HONGKONG DAILY PRESS

Cricket Competition

Series A. *September 8th, 1926.*

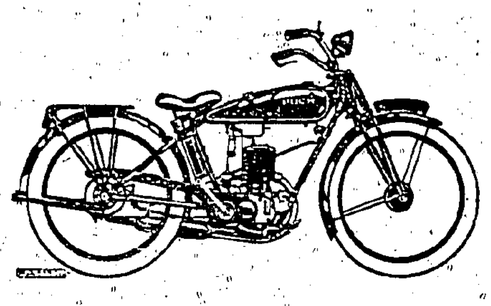
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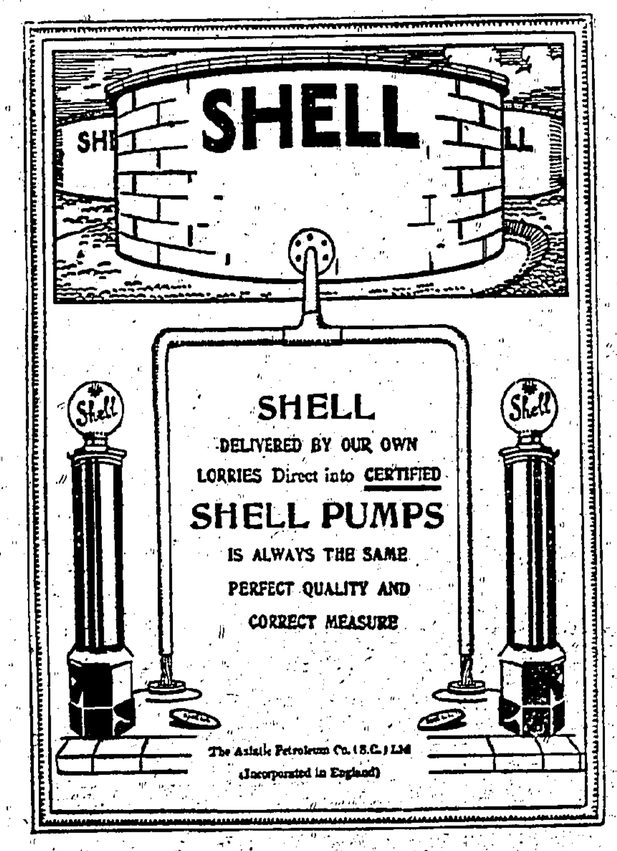
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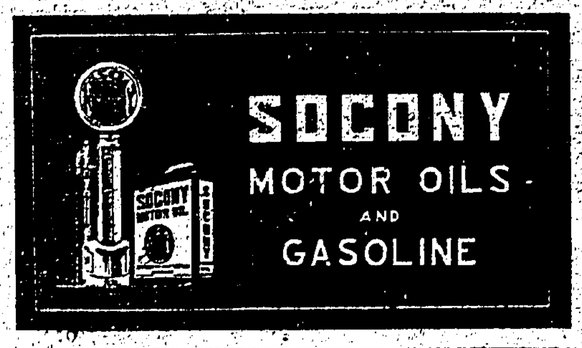
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Motoring Notes: A Weekly

Review dealing with matters of interest to all local motorists.—Turbines for Cars—New Steels—Increase in Speeds.

[BY AN OWNER-DRIVER.]

THE DEMAND FOR MOTOR CYCLES.

In the first six months of 1926 the value of the motor cycles exported from Great Britain was more than a million pounds sterling. That figure was reached in spite of the stoppage of shipments in May during the general strike.

It is surprising to find that nearly six times more cycles were exported than motor-cycles, although the actual value of the former was less. The figures were as follows:—Number of motor cycles 28,945 of value £1,032,559; number of cycles 150,714 of value £679,377.

For over two years Great Britain has been exporting more than 50 per cent. of the total export shipments in motor cycles of Europe and the U.S.A. combined.

It is announced that in 1925 the total number of motor-cycles exported from all the countries manufacturing them was 77,325 of which England contributed 46,642 of an average value of £40 each.

In that year the total value of all the machines exported amounted to £3,112,000 as against a total value of £2,700,000 in 1924.

AUSTRALIA LEADS.

It is of interest to note that Australia leads as the chief market for exporters of motor-cycles. Each year must see greater demands for these useful machines in China.

IN THE FAR EAST.

In this Colony we have noticed a great increase in the number of cycles in use. The motor-cycle is the great forerunner of the car, just as was the cycle the forerunner of motor vehicles.

There must be many parts of China where it would be possible to travel on a motor-cycle but which would be impossible for a car. The more Chinese who become accustioned to any type of wheeled vehicle the more chance is there for a demand for roads.

OLD-FASHIONED.

In this Colony rickshas and chairs are already being considered old-fashioned. The young Chinese student—of either sex—longs for a small car or a motor-cycle.

The tiny little runabouts that are so popular will drive the rickshas off the local roads in time.

Even the brokers will soon realise that it is not undignified to use petrol instead of man-power. Small cars will, in time replace brokers' rickshas.

TRAFFIC PROBLEMS.

The introduction of the new method of traffic control at Piccadilly Circus is of interest to local motorists. As the number of motor vehicles increases in Hongkong it becomes more necessary to have reliable methods of traffic control.

Some time ago the committee of the local Automobile Association suggested to the authorities that all traffic coming down Garden Road should be compelled to turn westwards and proceed to the City Hall. There is room for cars to turn there and join the stream of traffic going East.

The scheme outlined commended itself to experienced drivers, but it was not adopted. It might at least be given a trial.

In the near future the road alongside the Naval Hospital will be widened and the approach to Stubbs Road will be improved. There are still some difficult portions of Stubbs Road and caution is essential.

The driver coming down hill should always give way to the car ascending.

In time no doubt some of the corners on Stubbs Road will be "pared." When first the Taipo Road was built the road was difficult but new cuttings and gillings have greatly improved it.

NEXT YEAR'S MODELS.

Speculations about the new models for next year are rife. It seems to be certain that the most noticeable developments will be made in connection with the "family" six-cylinder car of about 12 to 15 horse-power (R.A.C. rating) and the very small four-cylinder car.

The 12 to 15 h.p. four-cylinder car, say of about 1,500 cubic centimetre cylinder capacity, is popular, but there is a demand for a car of about the same capacity but with six cylinders, instead of four.

It is noticeable that the general public of to-day takes a much greater interest in the technical details of cars than was the case ten or even five years ago.

Running costs are noted very carefully. The first cost is not everything. Cars are being bought by people who must practise economy. The larger cars of about 2,500 c.c. to 3,000 c.c. cylinder capacity cost more in petrol, lubricating oil and tyres.

In Hongkong there are so many hills that the average motorist prefers a fairly powerful car so as to save him the trouble of changing speeds so often.

Cars receive a real gruelling in Hongkong, especially in the summer. Many a car makes the journey to the Peak twice a day. It is easy to sympathise with the owner-driver who likes to do the journey "all the way up on top." That is why there are so many big cars in evidence.

AVERAGE MILEAGE.

A fair average mileage per month seems to be about 500 although anyone residing at, let us say, Shek O would probably run twice that mileage.

Those who live in Kowloon can obtain comfort with a car of rather less horse-power than is required on the island.

We may expect to see an increase in the number of six-cylinder cars and also in the number of small four-cylinder cars in Hongkong.

There is one new English six-cylinder car in the Colony that carries two carburetters.

It is usually the magneto that gives trouble in Hongkong. There are, of course, high grade cars that use two magnetos.

Perhaps the economical car of the future will be fitted with two carburetters and two magnetos.

The supercharger is used for racing but the day may come when we shall be able to "switch in" a supercharger for hill climbing in Hongkong.

From time to time experts bring forward the always interesting problem of the gas or petrol turbine. The matter is of intense interest to motorists for it will change designs and prices of the problem is solved. The success of the steam turbine has been so definite that it is not surprising to read of hopes for an internal combustion engine working on a similar principle.

In theory there is no reason why a mixture of air and petrol vapour should not be burnt in a vessel—a sort of a boiler—and allowed to expand down from a high pressure (and temperature) to a lower one. The gas at the high pressure and temperature contains great energy. By expanding it through a suitably designed nozzle the gas can be made to acquire a very high velocity.

This gas at a high velocity can be led on to the vanes of a turbine which can be caused to rotate because of the high velocity of the gas.

The actual design and arrangement of a modern steam turbine is not quite so simple as is that of a water wheel which is turned round by a running stream.

EFFICIENCY NEEDED.

Nobody seems to know how long water wheels have been in use, but during the last fifty years we have learnt a great deal about efficiency. We have had it proved by theory and demonstrated by experiments that the old fashioned water wheel is only about half as efficient as some of the modern water turbines.

It is, however, simple to visualise the old fashioned water-wheel. It is just a number of vanes on the rim of a wheel which is made to spin round on an axle.

If steam at a high velocity is allowed to impinge on a wheel resembling the water wheel in construction, the steam can cause it to rotate at a speed of say 30,000 revolutions per minute or more.

An exploded mixture of air and petrol vapour would do the same. Indeed there is scarcely any limit to the speed at which the wheel could be made to rotate except that, at some very high speed of rotation, the wheel would fly apart, or break into fragments.

AN EASY EXPERIMENT.

You have only to tie a stone on to the end of a piece of string and swing it round and round to feel the pull it exerts as you increase the speed. If you suddenly let go of the string the stone will fly off to some considerable distance. That is caused by centrifugal force. It is centrifugal force that limits turbine speed.

However, small steam turbines have been built and run for years at speeds as high as 30,000 r.p.m. So far as the force tending to break the turbine into fragments is concerned it does not matter if the turbine is driven round by steam or gas or water. Why then not use gas instead of steam?

THE MATERIALS.

The trouble is the high temperatures. When the petrol engine is used it is essential to provide suitable cooling arrangements. Every motorist knows how important it is to see that the radiator is full of cooling water and to be sure that the circulation system is in order.

The temperature of the gases inside the engine cylinder is greater than that at which the cylinder itself would meet if there were no cooling water to carry away the heat that reaches the cylinder.

The gas turbine must use gas at a high temperature if it is to be reasonably efficient. When that gas hits the vanes on the wheel of the gas turbine the material gets so hot that it soon melts.

It is impossible to cool the vanes because, although water can be led inside the vanes, it seems to be impossible to get it out again. The centrifugal force is so great that the water stays in the vane. There can be no water circulation.

In some of the English newspapers announcements have recently appeared concerning a new material which, so it has been stated, will not melt at the high temperature which are reached in a gas turbine. In this case the name of Hadfield, the famous maker of steels, has been freely used.

A GREAT REPUTATION.

Sir Robert Hadfield has not only made an enormous fortune because he has manufactured special steels, but he has become famous as a scientist.

So far as can be ascertained in Hongkong, Hadfield himself has not yet claimed that he can produce a new steel that will make practicable the gas turbine.

We may be quite sure, however, that he has given the matter his serious attention. He has accomplished so much that it would not be surprising if he, and his assistants who spend their whole time on researches connected with metals, should solve this problem.

The manufacture of a gas turbine would interest not only motorists, but marine and locomotive engineers, and also those who are concerned with the generation of electric power.

Mention—a rather vague statement—is made about the new discovery in the latest issue of a journal dealing with motoring.

RAPID ROTATIONS.

One of the most remarkable things about the modern motor-car engine is the great speed at which the crank-shaft rotates.

Thirty years ago there were steam and gas engines with crank-shaft rotating at about 500 r.p.m. but a speed of 1,000 r.p.m. was unthinkable.

To-day the normal engine rotates at 3,000 r.p.m. while the racing engine reaches a speed of nearly twice as much. Indeed engines that have had crank-shafts rotating at 8,000 r.p.m. have been built.

This amazing increase in speed has been made possible by two lines of research and invention.

One is connected with forced lubrication. The other is the great improvement in the strength of the materials of which motor-cars are made.

If we could build a gas turbine to run at, let us say, 40,000 r.p.m., the tiny engine needed for the average family car of to-day would occupy about the same space as an ordinary alarum clock.

SLOW DEVELOPMENT.

This problem of the gas turbine will not be completely solved in a day or so. It takes many months of experiment before the experts can be certain of results.

The general public hears rumours—often fairy stories—about new inventions and discoveries. As a matter of fact many hundreds of thousands of pounds—possibly millions—have already been spent upon experiments.

Large engineering firms in Europe and America keep trained staffs probing into all sorts of technical problems.

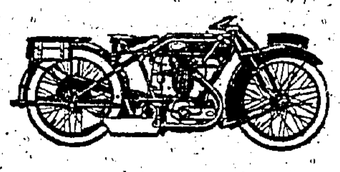
There would be an enormous fortune for any man or firm that could control the patents for a commercially successful gas turbine.

It was several years between the time when the first wireless message was sent out and received, and when broadcasting was introduced.

SPECULATIONS.

It is, however, of great interest to speculate about what is possible. As soon as the electron theory was advanced we were tempted to hope that the immense electrical energy stored in matter would soon be available for motors and other machines.

Now the great Sir J. J. Thomson, in a recent Kelvin memorial lecture, has suggested that the electron is not the final thing at all. He advances ideas which, to quote his own words "suggest that just as matter is made up of molecules, and molecules are made up of electrons and positive particles, that is not the end of the story; there are still other worlds to conquer, the worlds which build up the electrons and positive particles."



We have a REPUTATION for offering only GUARANTEED Machines.

Our terms are right and the price as well.

A.J.S. { Side Valve / O.H.V.
DOUGLAS E.W.
TRIUMPH P. and Q.
INDIAN PRINCE.
AUSTIN SEVEN.

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ALEX. ROSS & CO. (CHINA), LTD.
No. 1A, CHATER ROAD.

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YOUR
MOTOR
CAR
WITH
GILMANS.

THE
"OCEAN" COMPREHENSIVE POLICY
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THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.

BEST REPAIRS! LOWEST PRICES!

Carbonic Acid Gas, Ammonia, Calcium of Carbide, Motor Cycle, Acetylene Tanks, all necessary equipment for Low and High Pressure Autogenous Welding.

Blowpipes, Gauges, Scraping Powder, Electrodes and all kinds of Metals for Welding Purposes.

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Special Running Service in Our Workshops at Kowloon (To-Kwa-Wan) for URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS.

A.P.E.

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"SPECIAL" SCOTCH WHISKY

$38.00 per case
$3.25 per bottle } Including duty and delivery.



Once Tried—ALWAYS USED.

OBTAINABLE FROM—

GILMAN & CO., LTD.,
HONGKONG BANK BUILDING.

Expend your whole energy on the job in hand; make a full day of every day; but, be fair, and let a full night's sleep restore you.

Day HORLICK'S THE ORIGINAL MALTED MILK and Night

Take your strength for the day in a morning cup of Horlick's and your rest for the night in another.

In 4 sizes of all Chemists & Stores

夜

ASAHI BEER



SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO JAPAN

SOLE AGENTS:

MITSUI BUSSAN KAISHA LTD.

HONGKONG

HONGKONG SHIPPING.

HONGKONG CARGO SHOWS GOOD INCREASE.

BRITISH VESSELS FIGURE WELL.

With only two more arrivals than on the previous day, there was a considerable increase in tonnage, as recorded in yesterday's shipping statement. A much improved position was shown in respect of Hongkong cargo, which registered an increase of over 4,000 tons. Freights for ports beyond remained much the same, there being only a very slight increase shown. British vessels showed up exceptionally well. They carried the bulk of the cargo for Hongkong, in fact all but 667 tons; while the greater part of the freight for ports beyond was also carried in British vessels.

TONNAGE AND NATIONALITIES.

The tonnage figures were as under:—Total: 44,314 tons; British vessels: 29,102 tons; Other vessels: 15,212 tons.

At 9 a.m. yesterday there were 57 vessels in the harbour of which 28 were British. During the previous twenty-four hours fifteen vessels arrived, *viz.*, eight British, one French, one American, one Dutch, one Japanese and three Chinese. The departures during the same period numbered ten, *viz.*, one Japanese, one Dutch and one German for Shanghai, one Norwegian for Chinwangtao, one Chinese for Sha U Chung, one Chinese for Kwang Chow Wan, one British for Amoy, one American for San Francisco, one British for Moji and one Japanese for Keelung. Clearances came to four, *viz.*, one British for Saigon, one Japanese for Singapore, one Chinese for Quinhon and one British for Sandakan.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday).

For Hongkong	11,756¾	tons.
For ports beyond	12,834	,,
Total	24,590¾	,,

(For the previous 24 hours ended at 9 a.m. on Monday).

For Hongkong	7,406	tons.
For ports beyond	12,300	,,
Total	19,706	,,

Of the cargo for Hongkong, British vessels brought 11,089¾ tons, of which the best returns were 7,000 tons of liquid fuel and 2,530 tons of sugar. The remaining 667 tons of cargo for this port was brought by six vessels of other nationalities. With regard to freight for ports beyond, three British vessels carried 7,144 tons, of which 5,894 tons was in one vessel. The remaining 5,690 tons in two other vessels was made up of returns of 1,750 tons and 3,940 tons.

THE ARRIVALS.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Chinese Prince (British) from New York and Keelung with 200 tons of general cargo and 750 tons for ports beyond;

Fuen Sang (British) from Chinkiang and Shanghai with 65 tons of general cargo;

Sarpedon (British) from Tsingtao and Shanghai with 20 tons of general cargo and 5,894 tons for ports beyond;

Sunning (British) from Shanghai and Amoy with 750 tons of general cargo;

Kwangtung (British) from Sourabaya and Pasuruan with 2,530 tons of sugar;

Hydrangea (British) from Kwang Chow Wan with 200 tons of general cargo;

Tascalusa (British) from San Pedro with 7,000 tons of fuel oil;

Empress of Russia (British) from Vancouver and Shanghai with 324¾ tons of flour and general cargo and 500 tons of potatoes, autos, flour and general cargo for Manila;

Hanoi (French) from Haiphong and Fort Bayard with 15 tons of general cargo;

Java Arrow (American) from San Pedro with a *nil* entry;

Tjikarang (Dutch) from Shanghai with one ton of general cargo and 1,750 tons for ports beyond;

Indus Maru (Japanese) from Bombay and Singapore with 468 tons of cargo, comprising cutch, ivory, cotton twist, and general merchandise, and 3,940 tons of Indian cotton and merchandise for ports beyond;

Chung Hing (Chinese) from Kwang Chow Wan with 180 tons of general cargo;

Tak Hing (Chinese) from Nam Tau with 1½ tons of vegetables;

Sui Yik (Chinese) from Sha U Chung with 1½ tons of general cargo.

LATER ARRIVALS.

Later arrivals, too late for inclusion in the above returns, were as under:—

Talamba (British) from Calcutta and Singapore with 1,745 tons of general and 2,542 tons for ports beyond.

MAILS.

Mails brought by the above vessels were as under:—*Fuen Sang*, from Chikiang and Shanghai, 246 bags; *Sarpedon*, from Tsingtao and Shanghai, 25 bags; *Sunning*, from Shanghai and Amoy, 113 bags; *Empress of Russia* from Canada, U.S.A., Japan and Shanghai, unspecified; *Hanoi*, from Haiphong and Fort Bayard, 90 bags; *Tjikarang*, from Shanghai, 225 bags; *Indus Maru*, from Bombay and Singapore, one bag; *Talamba*, from Calcutta and Singapore, 25 bags.

VESSELS EXPECTED.

Trier (N.D.L.), due to-morrow.
Nagpore, due to-morrow, about 2 p.m.

THE CHINA COAST.

CHANGES IN OFFICER PERSONNEL.

Captain F. A. Lovegrove, of the *Taikoo Wan Yi*, has gone master, *Kaying*.

Captain G. A. Morse, of the *Kaying*, has gone master, *Antung*.

Mr. F. J. Griffiths, chief officer, *Taikoo Wan Yi*, is on reserve.

Mr. H. A. Settle, chief officer, *Chenan*, *Taikoo Wan Yi*, is on reserve.

Mr. H. A. Settle, chief officer, *Chenan*, has gone chief officer, *Taikoo Wan Yi*.

Mr. G. T. M. Ramsay, second officer, *Hanyang*, has gone second officer, *Kaying*.

Mr. W. Royle third officer, *Taikoo Wan Yi*, has gone second officer, *Hanyang*.

Mr. R. J. Forster, has been appointed third officer, *Taikoo Wan Yi*.

Mr. R. J. Nunn, chief officer, *Kwangtung*, is on Home leave.

Mr. B. C. Finch, from reserve, has gone chief officer, *Kwangtung*.

Mr. T. McCowat, chief officer, Chungking, is on Home leave.

Mr. T. L. Rasmussen, chief officer, *Woosung*, has gone chief officer, *Shantung*.

Mr. F. N. Booth, from reserve, has gone chief officer, *Woosung*.

Mr. J. Paterson has been appointed sup'y second officer, *Hsin Peking*.

Mr. G. Tate, third engineer, *Soochow*, is on reserve.

Mr. A. Keown, from reserve, has gone sup'y third engineer, *Hanyang*.

Mr. G. D. Bell, from reserve, has gone second engineer, *Wuchang*.

Mr. D. W. Hume, second engineer, *Kaiying*, has gone second engineer *Kwangchow*.

Mr. R. D. Gall, second engineer, *Kwangchow*, is on reserve.

Mr. J. W. Bertram, from reserve, has gone sup'y second engineer, *Hanyang*.

Mr. J. Black, third engineer, *Anhui*, has gone third engineer, *Hanyang*.

Mr. G. J. Forster, third engineer, *Hanyang*, has gone third engineer, *Anhui*.

Mr. G. Tate, from reserve, has gone sup'y third engineer, *Hanyang*.

Mr. G. Bolam, sup'y second officer; *Fuhwo*, has gone second officer, *Yusang*.

Mr. P. B. Anderson, second officers, *Yusang*, has gone sup'y second officer, *Luenho*.

Mr. T. Wilkinson, from reserve, has gone acting chief officer, *Fooshing*.

Mr. J. J. McLeavy, from reserve, has gone sup'y second officer, *Fuhwo*.

Mr. G. Clarke, acting chief officer, *Fooshing*, is on reserve.

Mr. C. L. Gaskill, chief officer, *Suisang*, is on reserve.

Mr. A. B. Osmond, chief officer, *Cheongshing*, has gone chief officer, *Suisang*.

Mr. J. Turbyne, chief officer, *Hosang*, has gone chief officer, *Cheongshing*.

Mr. W. L. Williams has been appointed third officer, *Suisang*.

Mr. G. L. Hunter, third officer, *Hopsang*, has gone second officer, same ship.

Mr. J. Gunn, chief engineer, *Loongwo*, is on reserve.

Mr. T. McCreath, from reserve, has gone chief engineer, *Loongwo*.

Mr. S. E. McKinlay, from reserve, has gone chief engineer, *Fooshing*.

Mr. F. Pine has been appointed second officer, *Hsin Kiangteen*.

Captain A. R. Smith, of the *Hsin Tseangtah*, is on reserve.

Captain A. Cobb, of the *Tseangtah*, has gone master, *Hsin Tseangtah*.

Captain O. C. Blowin, from Home leave, has gone master, *Tseantah*.

Captain E. Bentley, of the *Hydrangea*, is on reserve.

Captain W. Brewer, of the *Derwent*, has gone master, *Hydrangea*.

Captain O. Johansen, from reserve, has been appointed master, *Derwent*.

Mr. H. Macmillan has been appointed chief officer, *Derwent*.—*Shipping and Engineering*.

VESSELS IN DOCK.

At Taikoo:—*Helena*, *Kotsu Maru* and *Ningpo*.
At Kowloon:—*Tai Tak*.
At Cosmopolitan:—*Lama*.

PASSENGERS.

ARRIVALS.

By the B.I. s.s. *Talamba*, from Calcutta *viâ* ports, on September 7th:—Mr. E. D. Golobay, Mr. O. L. Wheat, Miss A. Bradley, Mr. E. D. Sultan, Miss A. E. Dyer, Miss E. M. Cotton, Mrs. C. S. Castle, Miss E. MacMillan, Mr. K. Chujya and Rev. N. B. Slater.

By the R.M.S. *Empress of Russia*, from Vancouver *viâ* ports, on September 7th:—Mr. E. J. Evans, Mr. C. Ford, Mr. and Mrs. W. Holmes, Mr. and Mrs. E. L. Masthoff, Mr. McNab, Mr. and Mrs. J. W. Parson, Mr. F. W. White, Mr. J. M. Zimmer, Mrs. D. G. Bernard, Miss G. E. Davies, Mrs. B. Hall, Miss A. M. Wilson, Mr. and Mrs. D. J. Lewis, Mrs. F. R. Marsh, Mrs. H. Birkett, Miss E. T. Birkett, Dr. I. O. C. Donelan, Mr. T. M. Daskein, Mrs. Daskein, Miss E. Lines, Mr. A. E. Wood, Mr. F. Bennett, Mrs. Bennett, Miss Bennett, Mr. H. Parson, Mr. C. S. Gubbay, Mr. A. S. Gubbay, Mrs. H. Bridges, Mr. S. D. Chant, Mrs. Lee, Mr. C. D. Haywood, Mr. R. S. James, Mr. C. Koehler, Mr. and Mrs. E. G. Schwarz.

SHIPPING NOTES.

The total number of deck passengers entered for the 24 hours ended at 9 a.m. yesterday was 1,421, of which the s.s. *Sunning* (British) from Shanghai carried 317; the s.s. *Hydrangea* (British) from Kwang Chow Wan 631; and the s.s. *Empress of Russia* (British) from Vancouver and Shanghai 338.

The arrival report of the master of the s.s. *Talamba* (British India Steamer) from Calcutta and Singapore to the Harbour Office yesterday stated that there were three casualties during the voyage. Information regarding these is given in a report elsewhere in this issue, regarding the trouble which broke out among deportees on the *Talamba*. The *Talamba* carried, in addition, 1,167 deck passengers.

The Blue Funnel steamer *Surpedon* leaves Hongkong to-day for Marseilles and London *viâ* Singapore. The *Sarpedon* arrived yesterday morning from Tsingtao and Shanghai.

SUNRISE AND SUNSET IN HONGKONG.

FOR SEPTEMBER, 1926.

STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.

Date.	*Sunrise.*	*Sunset.*
September 8th	6.08 a.m.	6.34 p.m.
,, 9th	6.08 ,,	6.33 ,,
,, 10th	6.08 ,,	6.32 ,,
,, 11th	6.08 ,,	6.31 ,,
,, 12th	6.08 ,,	6.30 ,,
,, 13th	6.09 ,,	6.29 ,,
,, 14th	6.09 ,,	6.28 ,,
,, 15th	6.10 ,,	6.27 ,,
,, 16th	6.10 ,,	6.26 ,,
,, 17th	6.11 ,,	6.26 ,,
,, 18th	6.11 ,,	6.25 ,,
,, 19th	6.11 ,,	6.24 ,,
,, 20th	6.11 ,,	6.23 ,,
,, 21st	6.11 ,,	6.22 ,,
,, 22nd	6.12 ,,	6.21 ,,
,, 23rd	6.12 ,,	6.19 ,,
,, 24th	6.12 ,,	6.18 ,,
,, 25th	6.12 ,,	6.17 ,,
,, 26th	6.13 ,,	6.16 ,,
,, 27th	6.13 ,,	6.15 ,,
,, 28th	6.14 ,,	6.15 ,,
,, 29th	6.14 ,,	6.14 ,,
,, 30th	6.14 ,,	6.13 ,,

MARTIN'S PILLS
APIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house.
Chemists and Stores sell them throughout the world.
Proprietor:
MARTIN, Chemist, Southampton, England.

CONSIGNEE NOTICES.

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel

"CHINESE PRINCE"

having arrived from the above Port on 7th September, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 14th September, at 10 a.m.

All Claims must be presented within fifteen days of the vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th September, 1926, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road, Hongkong,
Telephone C. 3165.

Hongkong, 7th September, 1926. [3932

HAMBURG-AMERIKA LINIE.

THE Steamship

"OLDENBURG"

having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 11th September, 1926, will be subject to Rent.

All Claims must reach us by 13th September, 1926, or they will not be recognised.

All damaged Packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 10 a.m., on the 10th September, 1926.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JEBSEN & Co.,
Agents, Hongkong.

Hongkong, 6th September, 1926. [3929

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 7th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.84	29.81	29.76
Temperature ...	86	80	87
Humidity ...	76	86	76
Wind Direction...	SSE	Calm	E
,, Force ...	3	0	3
Weather ...	C	C	C
Rain ...	0.00	0.00	0.07

Highest open-air Temperature on 6th ... 88
Lowest open-air Temperature on 7th ... 79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

RIVER LEVELS.

Bulletin from

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

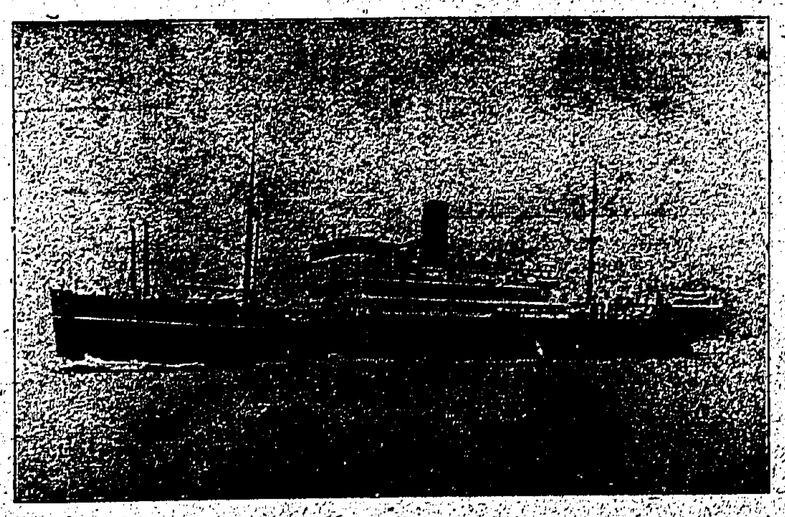
Water levels (in English Feet) at 8 a.m.

Place of Observation.	Highest W. Level recorded.	Lowest W. Level recorded.	1926 W.L. Sept. 5	1926 W.L. Sept. 6
West River at Shinhing	+41.0	0	+25.9	+26.8
North River at Tsingyuen	+28 7	0	+ 6.4	+ 7.2
North River at Samshui	+2 3	-5.0	+15.56	+16.24
East River at Sheklung	+15.2	3	+ 1.6	+ 2.4

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R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG

SHIPPING NEWS.

ARRIVALS.

September 6th.

Chinese Prince, British str., 3,656 tons, Capt. P. J. McCourt, from New York and Keelung. The former port she left on July 20th and the latter on September 5th, with 200 tons of general cargo for Hongkong, lying at Admiralty buoy No. 1.—Furness (Far East).

Ching Hing, Chinese str., 249 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C42.—Hong On S.S. Co.

Sui Tik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luen Cheong Wharf.—Fook Hoi Co.

Sunning, British str., 1,370 tons, Capt. J. Pringle, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

Tascabusa, British str., 4,052 tons, Capt. P. W. Trott, from San Pedro, with fuel oil, lying at Laichikok.—Standard Oil Co.

September 7th.

Empress of Russia, British str., 8,789 tons, Capt. A. J. Hosken, R.N.R., from Vancouver, which port she left on August 19th, with a general cargo, lying at Kowloon Wharf.—C.P.R.

Hanoi, French str., 739 tons, Capt. L. Crouchot, from Fort Bayard, with a general cargo, lying at Stonecutters.—Messageries Maritimes.

Hydrangea, British str., 561 tons, Capt. R. Elridge, from Kwang Chow Wan, with general cargo and live stock, lying at Chiu On Wharf.—Chiu On S.S. Co.

Indus Maru, Japanese str., 4,365 tons, Capt. T. Shimazaki, from Bombay via Singapore. The former port she left on August 17th and the latter on August 31st, with cotton goods, rattan, rubber, etc., for Hongkong amounting to 468 tons, lying at Kowloon Wharf.—O.S.K.

Sarpedon, British str., 6,921 tons, Capt. J. N. Williamson, from Tsingtau and Shanghai. The latter port she left on September 4th, with a general cargo, lying at buoy No. A1.—B. & S.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shan, from Namtau, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

Talamba, British str., 3,344 tons, Capt. J. A. Wright, from Calcutta, which port she left on August 21st, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Tjikarang, Dutch str., 6,061 tons, Capt. S. Hopman, from Shanghai, which port she left on September 5th, with a general cargo, lying at buoy No. A6.—J.C.J.L.

Tuen Sang, British str., 1,983 tons, Capt. J. H. Ferguson, from Chinkiang and Shanghai. The latter port she left on September 3rd, with a general cargo, lying at buoy No. B7.—Jardine, Matheson & Co.

CLEARANCES.

September 7th.

Anking, for Amoy.
Borneo, for Haiphong.
Chinese Prince, for Manila
Haigang, for Amoy.
Heiryo Maru, for Takao.
Indus Maru, for Kobe.
Jade, for Tourane.
Kotsu Maru, for Swatow.
Pao Sang, for Kwang Chow Wan.
Rouh, for Singapore.
Sarpedon, for Singapore.
Sui Tik, for Sha U Chung.
Takuda, for Singapore.
Teli, for Amoy.
Van Overstraten, for Swatow.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Delta*, from Hongkong, arrived at Marseilles on September 5th, at 9 p.m.

The B.I. s.s. *Talamba* will leave for Amoy, Kobe and Osaka on Friday morning.

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COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN PORTS.

S.S. "SAARLAND" ... due here on or about 28th September, 1926
S.S. "HESSEN" ... due here on or about 26th October, 1926

SAILINGS FOR EUROPE

M.S. "MUENSTERLAND" ... sailing from here on or about 13th September, 1926
S.S. "OLDENBURG" ... sailing from here on or about 10th October, 1926

For freight, passage and further particulars please apply to
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ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.
THE NEW FAST AMERICAN STEAMERS
FOR VICTORIA AND SEATTLE
SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT GRANT" Sept. 13th, 5 p.m.
"PRESIDENT MADISON" Sept. 25th, 5 p.m.

TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

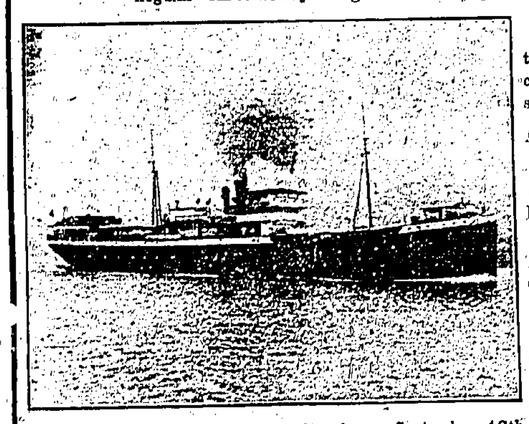
FOR MANILA

"PRESIDENT MADISON" Sept. 17th, 5 p.m.
"PRESIDENT JACKSON" Sept. 29th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.
Telephones: Central 2477, 2478 & 795. [18

CHINA BORNEO SHIPPING CO.

HONGKONG—BORNEO LINE.
To Jesselton, Sandakan, Lahad Datu, Tawau and Semporna.
Returning via Sandakan.
Regular Three-weekly Freight and Passenger Service.



Excellent accommodation for Saloon, Second class and Steerage passengers.

All cabins (1st and 2nd class) fitted with Electric Fans.

Hotel reservations arranged at Sandakan and Hongkong if desired.

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Sailings are subject to alteration.

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For Freight, Passage and other Information, please apply to—
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OR
W. WATT & CO., Agents. 188, WING LOK STREET WEST. PHONE, C. 4068.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA" 9,070 tons d.w., sailing 5TH NOVEMBER.
"CITY OF CAIRO" 10,145 tons d.w., sailing 3rd DECEMBER.

THE above Modern Passenger Steamers will be Despatched as above for BOSTON and NEW YORK *via* PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL, Arriving in NEW YORK on or about 5TH JANUARY and 2ND FEBRUARY respectively. FARES: £100 Single First Class, £—— Single Second.

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LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE
£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS.	H'kong, Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF RUSSIA	...Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	...Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	...Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	...Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
Sep. 8	Sep. 10	EMPRESS RUSSIA.	Sep. 11	Sep. 13
Oct. 6	Oct. 8	EMPRESS ASIA	Oct. 9	Oct. 11

Passenger Department: Tel. C. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [15

NYK

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
*SIBERIA MARU ... Monday, 21st Sept., at Noon
TAIYO MARU ... Tuesday, 5th Oct., at Noon
TENYO MARU ... Monday, 18th Oct.
*Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
ANYO MARU ... Friday, 5th Nov.
BOKUYO MARU ... Saturday, 27th Nov., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports
HAKOZAKI MARU ... Saturday, 11th Sept.
HAKUSAN MARU ... Saturday, 25th Sept.
KITANO MARU ... Saturday, 9th Oct.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 22nd Sept.
AKI MARU ... Wednesday, 20th Oct.

NEW YORK and/or BOSTON via PANAMA.
MAYEBASHI MARU ... Saturday, 18th Sept.
TOBA MARU ... Saturday, 2nd Oct.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
KANAGAWA MARU ... Friday, 15th Oct.

BOMBAY via Singapore, Penang & Colombo.
SADO MARU ... Saturday, 11th Sept.

CALCUTTA via Singapore, Penang & Rangoon.
GENOA MARU ... Tuesday, 21st Sept.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Saturday, 18th Sept.

SHANGHAI, KOBE & YOKOHAMA.
MORIOKA MARU ... Saturday, 11th Sept.
RANGOON MARU (Kobe direct) ... Friday, 17th Sept.
KAMO MARU ... Tuesday, 21st Sept.
TOTTORI MARU ... Tuesday, 28th Sept.

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

M. M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE ...B	——	——	14th Sept., 1926.
ANGERS ...B	——	——	28th Sept., "
D'ARTAGNAN ...A	13th Aug., 1926	14th Sept., 1926	12th Oct., "
ANGKOR ...B	27th Aug., "	28th Sept., "	26th Oct., "
PORTHOS ...A	10th Sept., "	12th Oct., "	9th Nov., "
CHAMBORD ...B	24th Sept., "	26th Oct., "	23rd Nov., "
PAUL LECAT ...A	8th Oct., "	10th Nov., "	7th Dec., "

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).
A CLASS STEAMERS: 1st Class.....£ 99. 0d. 0d. | 2nd "£ 70. 0d. 0d.
B CLASS STEAMERS: 1st Class.....£ 85. 0s. 0d. | 2nd "£ 61. 0s. 0d.
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (CARGO BOATS).
s.s. "MIN" from DUNKIRK, LONDON & HAVRE is due to arrive on the 23rd September.
Sailings subject to alteration without notice.

For full Particulars, apply to:—
MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 8, QUEEN'S BUILDING
CONSIGNATION—TRANSIT—REPRESENTATION. [2

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI...	"YUENSANG"	...Wednesday,	8th Sept., at Noon.
KOBE via AMOY, SHANGHAI & MOJI ...	"LAISANG"	...Friday,	10th Sept., at 7 a.m.
BANGKOK ...	"KWAISANG"	...Saturday,	11th Sept., at Noon.
STRAITS & CALCUTTA ...	"KUTSANG"	...Monday,	13th Sept., at 3 p.m.
TIENTSIN ...	"CHEONGSHING"	...Wednesday,	15th Sept., at Noon.
TSINGTAU via SHANGHAI...	"KWONGSANG"	...Wednesday,	15th Sept., at Noon.
STRAITS & CALCUTTA ...	"FOOKSANG"	...Saturday,	18th Sept., at 3 p.m.
HAIPHONG ...	"MINGSANG"	...Sunday,	19th Sept., at 8 a.m.
OSAKA via KOBE ...	"HOSANG"	...Tuesday,	21st Sept., at 7 a.m.
TSINGTAU via SHANGHAI...	"HOPSANG"	...Wednesday,	22nd Sept., at Noon.
SANDAKAN ...	"HINSANG"	...Saturday,	25th Sept., at 2 p.m.
TIENTSIN ...	"CHIPSHING"	...Monday,	27th Sept., at Noon.
SANDAKAN ...	"MAUSANG"	...Thursday,	7th Oct., at Noon.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE; CENTRAL No. 215.

GLEN AND SHIRE

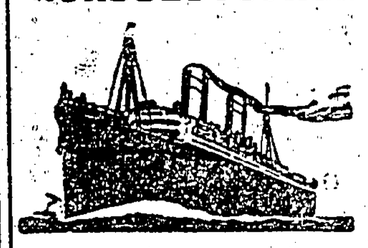
JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel	Due Hongkong.	HOMEWARDS. Vessel.	Discharges	Leaves H'kong.
"GLENAPP"	16th Sept.	"GLENOGLE"	London, Rotterdam & Hamburg.	22nd Sept.
"GLENSHANE"	5th Oct.			
"CARMARTHENSHIRE"	16th "			
"GLENBEG"	28th "	"GLENGARRY"	London, Rotterdam & Hamburg.	20th Oct.

Movements are subject to change without notice.
For Freight or further Particulars, please apply to—
JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-ex. 23, and Central 3696. [9

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT SERVICE.

Cabin class £73. 4s. 0d. } To GENOA.
Intermediate class £48. 2s. 0d. }

NEXT SAILINGS:

STEAMERS: *ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONGKONG AND SAILINGS FOR: SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO: GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
*S.S. "TRIER"	10th September, 1926	10th October, 1926.
*S.S. "SAARBRUECKEN"	6th October, "	14th November, "
*S.S. "COBLENZ" ...	5th November, "	11th December, "
*S.S. "YORK"	2nd December, "	2nd January, 1927.
*M.S. "FULDA"	30th December, "	6th February, "
*S.S. "TRIER"	27th January, 1927.	27th February, "

For Freight and Passage, please apply to—
MELCHERS & CO.,
Telephone C. 4557.
8, Queen's Building, Chater Road. Agents, HONGKONG. [20

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROEA ...	BATAVIA	In Port	9th Sept.	SHANGHAI
TJIKARANG ...	SHANGHAI	6th Sept.	9th "	BATAVIA
TJITAROEM ...	N. CHINA & AMOY	16th "	17th "	BATAVIA
CEYLON ...	JAVA	18th "	——	——
TJISONDARI ...	BATAVIA	19th "	23rd Sept.	SHANGHAI
TJISAROEA ...	SHANGHAI	20th "	23rd "	BATAVIA
TJIBESAR ...	JAPAN	22th "	29th "	BATAVIA
TJILEBOET ...	N. CHINA & AMOY	29th "	1st Oct.	M'KSAR. & JAVA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN
10]

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

S.S. "CITY OF EVANSVILLE" ... From Hongkong Via Suez Canal 24th Sept.
S.S. "CITY OF BATH" From Hongkong Via Suez Canal 8th Oct.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WEIR & Co., LONDON.)

Sailings from Hongkong

M.V. "SPRINGBANK" ... From Hongkong Via Suez Canal 30th September.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

S.S. "KENTUCKY" For London Havre, From Hongkong 30th Sept.
S.S. "CITY OF RANGOON" ... For Marseilles, Havre, London and Hamburg. From Hongkong 14th October.

FARES TO LONDON. "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £50. 2nd Class £35.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER — From Hongkong — October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALEMBO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791 [32

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
NEW YORK
PHILADELPHIA

M.V. 'CHINESE PRINCE" Leave Hongkong 7th Sept., 1926
M.V. "MALAYAN PRINCE" " " 3rd Oct., 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP
"VAN OVERSTRATEN"
Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 15th September.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph

1st Class Fare to Singapore—$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents:—
JAVA-CHINA-JAPAN-LIJN
Telephone 1574. YORK BUILDING, CHATER ROAD. [12

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"NAGPORE"	5,283	10th Sept., Noon	Saigon, Marseilles, Havre, Dunkirk, London, Rotterdam, Hamburg, Antwerp & Hull.
"MALWA"	10,941	18th Sept., Noon	Marseilles & London.
"KIDDERPORE"	5,334	20th Sept.	Singapore, Penang, Colombo and Bombay.
"NELLORE"	6,853	29th Sept.	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London, Anwerp & Hull.
"JEYPORE"	5,378	11th Oct.	Singapore, Penang, Colombo & Bombay.
"MOREA"	10,918	16th Oct.	Marseilles and London.
"NYANZA"	7,023	27th Oct.	Singapore, Penang, Colombo & Bombay
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Marseilles and London
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,123	27th Nov.	Marseilles, London and Antwerp.
"NELLORE"	6,852	9th Dec.	Singapore, Penang, Colombo and Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"NYANZA"	7,023	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"KASHGAR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"MONGOLIA"	16,504	19th March	Marseilles & London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"DEVANHA"	8,155	9th April	Marseilles, London and Antwerp.
"KARMALA"	9,123	16th April	Marseilles, London and Antwerp.
"MALWA"	10,980	30th April	Marseilles and London.
"KHIVA"	9,138	14th May	Marseilles, London and Antwerp.
"MOREA"	10,198	28th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"SANTHIA"	7,754	15th Sept.	Singapore, Penang and Calcutta.
"TILAWA"	10,006	21st Sept.	do.
"TALAMBA"	8,018	28th Sept.	do.
"SHIRALA"	7,841	9th Oct.	do.
"TALMA"	10,000	13th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH).

"ST. ALBANS"	4,500	1st Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	29th Oct.	
"TANDA"	6,956	2nd Dec.	
"ST. ALBANS"	4,500	31st Dec.	
"ARAFURA"	6,000	28th Jan.	
"TANDA"	6,956	4th Mar.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALAMBA"	8,018	10th Sept., 7 a.m.	Amoy, Kobe and Osaka.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"SHIRALA"	7,841	18th Sept.	Shanghai, Moji and Kobe.
"TALMA"	10,000	23rd Sept.	Kobe.
"NYANZA"	7,023	26th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji & Kobe.
"MIRZAPORE"	6,715	23rd Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	6,853	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	14th Nov.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	22nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	10th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	13th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,959	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,123	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR
AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAIHONG Friday, 10th September, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Managers.
8]

CHINA NAVIGATION CO., LIMITED.

SHANGHAI	... "SUNNING"	... On 9th Sept.,	6 a.m.
HOIHOW & HAIPHONG	... "TEAN"	... On 9th Sept.,	10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	... "KUEICHOW"	... On 9th Sept.,	4 p.m.
SHANGHAI & TSINGTAO	... "CHENAN"	... On 11th Sept.,	6 a.m.
BANGKOK	... "KWANGTUNG"	... On 11th Sept.,	4 p.m.
SHANGHAI	... "SINKIANG"	... On 12th Sept.,	6 a.m.
AMOY & SINGAPORE	... "KAYING"	... On 12th Sept.,	6 a.m.
HAIPHONG	... "CHINHUA"	... On 13th Sept.,	10 a.m.
AMOY & SHANGHAI	... "KANCHOW"	... On 14th Sept.,	6 a.m.
AMOY & SINGAPORE	... "KIANGSU"	... On 15th Sept.,	6 a.m.
SHANGHAI	... "SOOCHOW"	... On 16th Sept.,	6 a.m.
SHANGHAI & TSINGTAO	... "SHANTUNG"	... On 18th Sept.,	6 a.m.
SHANGHAI	... "SUIYANG"	... On 19th Sept.,	6 a.m.
NINGPO, SHANGHAI & NEWCHWANG	... "NINGPO"	... On 20th Sept.,	4 p.m.
AMOY & SHANGHAI	... "SZECHUEN"	... On 21st Sept.,	6 a.m.
AMOY & SINGAPORE	... "ANHUI"	... On 21st Sept.,	8 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
TELEPHONE CENTRAL 36. Agents.
CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"
THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS,
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.
TELEPHONE: CENTRAL, 36. Agents. [5

DODWELL & CO., LTD.

NEW YORK BERTH.
LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "BOLTON CASTLE" on or about 19th September.

LLOYD TRIESTINO.
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: "B" CLASS:

NEXT SAILINGS.
OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI
From Hongkong.
M.V. "VIMINALE" on or about 5th October.
HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE
From Hongkong.
S.S. "ROSANDRA" on or about 9th September.
S.S. "FIUME L." on or about 30th September.
M.V. "VIMINALE" on or about 30th October.

NATAL LINE OF STEAMERS
FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMZUMBI" Sails from Calcutta 30th Sept.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—
DODWELL & CO., LIMITED.
Telephone: Central 1030. Agents.
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BOSTON NEW YORK & BALTIMORE
Joint Service of the
BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ANTILOCHUS" ...	Via Suez Canal	10th September.	
S.S. "CITY OF EVANSVILLE" ...	Via Suez Canal	24th September	
S.S. "CITY OF BATH" ...	Via Suez Canal	8th October.	

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE MATHESON & CO., LTD., CANTON.
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POST OFFICE NOTICE.

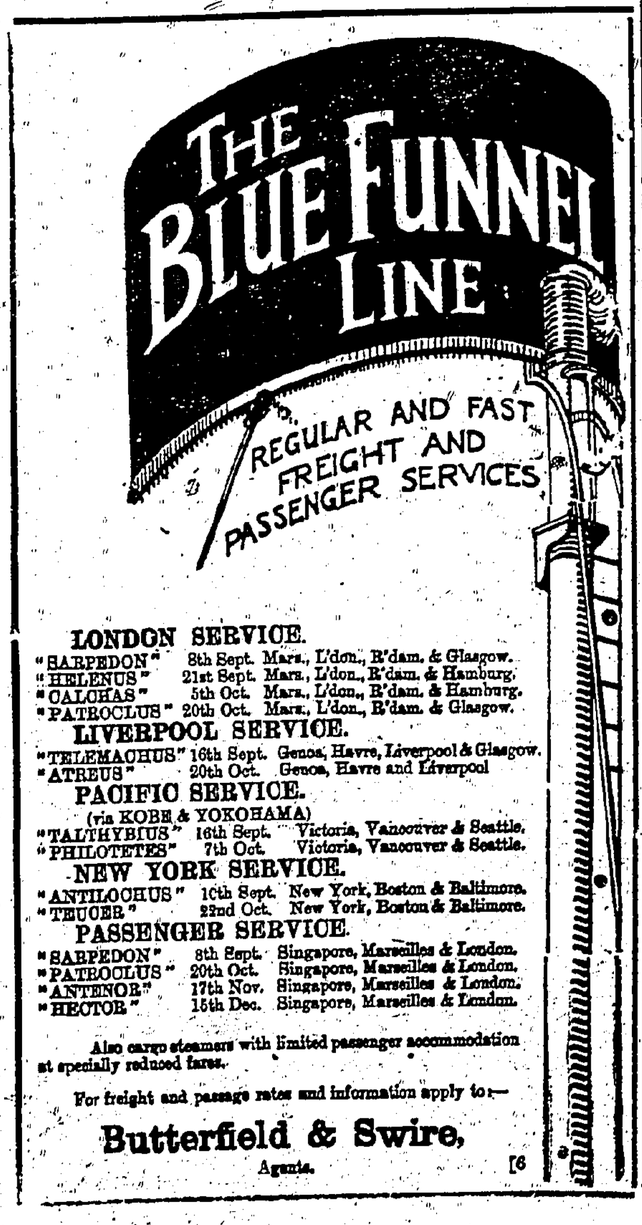
INWARD MAILS.

From	Per	Due
Shanghai	*Sinkiang*	9th Sept.
Shanghai	*Nagpore*	9th Sept.
Manila	*Pres. Pierce*	10th Sept.
Australia and Manila	*Taiping*	10th Sept.
Japan	*Hakosaki Maru*	11th Sept.
Manila	*Pres. Grant*	12th Sept.
Europe via Negapatem letters and papers London, 12th August	*Rangoon Maru*	13th Sept.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Adams*	13th Sept.
Manila	*Emp. of Russia*	13th Sept.
Japan and Shanghai	*Amazone*	14th Sept.
U.S.A., Canada, Japan & Shanghai	*Pres. Madison*	16th Sept.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Taft*	16th Sept.
Australia & Manila	*Aki Maru*	17th Sept.
Straits	*Kamo Maru*	20th Sept.
Japan	*Tango Maru*	21st Sept.
Japan	*Hakusan Maru*	25th Sept.

OUTWARD MAILS.

For	Per	Date
Swatow, Amoy and Formosa	*Kotsu Maru*	Wednesday, 8th, 8.30 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 6th Oct.	*Sarpedon*	Reg. 9.45 A M; Letters 10.30 A M; 10.00 A M
Shanghai	*Yuensang*	2.00 P M
Fort Bayard	*Hydrangea*	3.30 P M
Manila	*Emp. of Russia*	5.00 P M
Shanghai	*Suuning*	5.00 P M
Amoy	*Laisang*	
Hoihow and Haiphong	*Tsan*	Thursday, 9th, 8.30 A M
Batavia	*Tjikarang*	11.30 A M
Wei Hai Wei	*Kweichow*	2.30 P M
Amoy & Japan	*Talamba*	5.00 P M
Saigon	*Nagpore*	Friday, 10th, 10.30 A M
Shanghai	*Chenan*	5.00 P M
Shanghai, Japan, Honolulu, *Canada, *U.S.A., *U. & *S. America & *EUROPE via San Francisco—due San Francisco, 6th Oct. & EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only)	*Pres. Pierce*	Saturday, 11th, Parcels Noon; Reg. 4.15 P M; Letters 5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 10th Oct.	*Hakosaki Maru*	Reg. 1.45 P M; Letters 2.30 P M
Bangkok	*Kwangtung*	2.30 P M
Amoy	*Kaying*	5.00 P M
Haiphong	*Chinhua*	Sunday, 12th, 8.30 A M
Swatow, Amoy and Formosa	*Hogan Maru*	9.00 A M
Straits & Calcutta	*Kutsang*	Monday, 13th, Parcels Noon; Letters 1.00 P M
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria B.C., 2nd Oct., & EUROPE via Siberia (letters and postcards specially superscribed "Via Siberia" only)	*Pres. Grant*	Parcels Noon; Reg. 2.45 P M; Letters 3.30 P M
Amoy	*Kanchow*	5.00 P M
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & *EUROPE via Marseilles—due Marseilles, 16th Oct	*Amazone*	Tuesday, 14th, Reg. 1.45 P M; Letters 2.30 P M; 5.00 P M
Amoy	*Kiangsu*	
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 4th Oct. & EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only)	*Emp. of Russia*	Wednesday, 15th, Parcels 3.00 P M; Reg. 4.15 P M; Letters 5.00 P M

*Correspondence bearing vessel's name only.



LONDON SERVICE.

"SARPEDON"	8th Sept.	Mars., L'don., R'dam. & Glasgow.
"HELENUS"	21st Sept.	Mars., L'don., R'dam. & Hamburg.
"CALCHAS"	5th Oct.	Mars., L'don., R'dam. & Hamburg.
"PATROCLUS"	20th Oct.	Mars., L'don., R'dam. & Glasgow.

LIVERPOOL SERVICE.

"TELEMACHUS"	16th Sept.	Genoa, Havre, Liverpool & Glasgow.
"ATREUS"	20th Oct.	Genoa, Havre and Liverpool

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)

"TALTHYBIUS"	16th Sept.	Victoria, Vancouver & Seattle.
"PHILOTETES"	7th Oct.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"ANTILOCHUS"	16th Sept.	New York, Boston & Baltimore.
"TEUCER"	22nd Oct.	New York, Boston & Baltimore.

PASSENGER SERVICE.

"SARPEDON"	8th Sept.	Singapore, Marseilles & London.
"PATROCLUS"	20th Oct.	Singapore, Marseilles & London.
"ANTENOR"	17th Nov.	Singapore, Marseilles & London.
"HECTOR"	15th Dec.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. [6

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital$50,000,000
Issued and Fully Paid-up$20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $27,000,000

Reserve Liability of Proprietors$20,000,000

Head Office: Hongkong.

Court of Directors:
Hon. Mr. D. G. M. Bernard, Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
W. H. Bell, Esq. J. A. Plummer, Esq.
A. H. Compton, Esq. T. G. Weall, Esq.
W. L. Pattenden, Esq. H. P. White, Esq.
G. M. Young, Esq.
Chief Manager: A. H. Barlow, Esq.

Branches:—

Amoy	Hongkew	Penang
Bangkok	Iloilo	Rangoon
Batavia	Ipoh	Saigon
Bombay	Johore	San Francisco
Calcutta	Kobe	Shanghai
Canton	Kuala Lumpur	Singapore
Chefoo	London	Sourabaya
Colombo	Lyons	Sungei Patani
Dairen	Malacca	Tientsin
Foochow	Manila	Tokyo
Haiphong	Nagasaki	Tsingtao
Hamburg	New York	Yokohama
Hankow	Peking	
Harbin		

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 27th May, 1926. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.
Hongkong, 27th May, 1926. [2

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.59,667,283.54

Branches:

Bangkok	Hanoi	Pondicherry
Battambang	Hongkong	Saigon
Canton	Mengtsz	Shanghai
Djibouti	Noumea	Singapore
FortBayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfou

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LECOT,
Manager.
Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LIMITED.

Head Office: Hongkong.
10, Des Vœux Road Central.

Authorized Capital$10,000,000
Paid-up Capital 5,000,000
Reserve Fund 1,200,000

Branches and Agencies.

Canton	Osaka	Haiphong
London	Singapore	Batavia
Seattle	Melbourne	Kowloon
Nagasaki	Calcutta	New York
Tientsin	Saigon	Kobe
Manila	San Francisco	Peking
Bombay	Taipeh	Rangoon
Shanghai	Tokyo	Sourabaya
Paris	Penang	Semarang
Honolulu		

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Safe Deposit Boxes To Let.
Kan Tong Po,
Chief Manager.
Hongkong, 22nd May, 1926.

THE BANK OF CANTON, LTD.

Head Office: Hongkong.
Established 1912.

Authorised Capital ...$1,200,000
Paid Up Capital$1,022,925
Silver Reserve Fund $ 700,000
Branches:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
Correspondents in all Principal Cities of the World.
London Bankers:—The Lloyds Bank, Limited.
Every description of banking business transacted.
Safe Deposit Boxes in various sizes to be let from $5.00 to $40.00 yearly.
LOOK POON SHAN,
Chief Manager.
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COMMERCIAL.

OPENING QUOTATIONS.

September 7th, 1926.

On London.—	
Telegraphic Transfer	2/1⅛
Bank Bills, on demand	2/1 15/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/2⅛
Credits, at 4 months' sight	2/2 15/16
Documentary Bills, 4 months' sight	2/2 1/16
On Paris.—	
Bank Bills, on demand	1,738 nom.
Credits, 4 months' sight	nom.
On New York.—	
Bank Bills, on demand	52⅛
Credits, at 60 days' sight	54
On Bombay.—	
Telegraphic Tranfer / Bank Bills, on demand	144
On Calcutta.—	
Telegraphic Transfer / Bank Bills, on demand	144
On Shanghai.—	
Bank Bills, at sight / Private, 30 days' sight	nom.
On Yokohama.—On demand	108⅛
On Manila.—On demand	104½
On Singapore.—On demand	93
On Batavia.—On demand	129½
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	85½
Sovereign, Bank's Buying rate	$9.05
Gold Leaf, 100 fine, per tael	—
Bar Silver, per oz.	28⅜

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,050,000
Reserve Fund£1,350,000

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis (Mauritius)
Bombay	Kota Bharu	Rangoon
Calcutta	Kuala Lumpur	Shanghai
Colombo	Kuantan	Simla
Delhi	(Pahang)	Singapore
Galle	Madras	Sourabaya
Hongkong	New York	
Howrah		

Hongkong Branches:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hongkong, June 17th, 1926. [29

BANQUE FRANÇO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Office:
74, Rue St. Lazare, Paris.

Capital Frs. 20,000,000
Reserves Frs. 11,160,000
Special Working Capital Frs. 50,000,000

Branches:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Peking	Shanghai	Tientsin
Canton	Hongkong	

Bankers:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN,
Manager.
Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) Yen 39,375,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Taingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.
T. TAKAGI,
Manager,
Hongkong Branch,
8, Des Voeux Road, Central.
Hongkong, 11th May, 1926. [27



B-418 This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital...$60,000,000.00
Paid-up Capital 19,760,200.00
Reserve Fund 9,864,298.69

Head Office:—Peking.
Hongkong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
TSUYEE PEI,
Manager.
Hongkong, January 16th, 1926. [38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital	Guilders	150,000,000 (£12,500,000)
Paid-up Capital	,,	80,000,000 (£6,666,670)
Reserve Fund	,,	21,117,240 (£1,759,770)
Special Reserves	,,	22,680,000 (£1,888,330)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.
Branches:—Bandjermasin, Bandoeng, Boinbay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the World.
Banking Business of Every Description.
J. C. MAASSEN,
Acting Manager.
34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) Yen. 100,000,000
Reserve Fund Yen. 66,500,000
Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kai Yuen	Rangoon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen	Manila	Singapore
(Dalny)	Nagasaki	Shimonoseki
Fengtien	Nagoya	Sydney
(Mukden)	Newchwang	Tientsin
Hamburg	Osaka	Tokyo
Hankow	New York	Tsinanfu
Harbin	Peking	Tsingtau
Honolulu	Rio de Janeiro	Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
C. ARIMA, Manager.
Hongkong, 11th March, 1926. [35

RUSSO-ASIATIC BANK.

	Roubles.
Capital (Fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kup. Tls.
Capital Contributed by the Chinese Govt.	3,500,000
Reserve Fund	1,750,000

Head Office:
Paris: 9, Rue Boudreau.
London Office:
64, Old Broad Street, E.C.2.
Bankers:
London: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France.
New York: The Irving Bank; Columbia Trust Company.
San Francisco: The Crocker National Bank of San Francisco.

Branches in Asia:

Changchun	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen	Kashgar	Tientsin
Hailar	Manchouli	Urumtshi
Hankow	Newchwang	Yokohama

Hongkong Branch:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
L. BAINES, Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital	£3,000,000
Reserve Fund	£4,000,000
Reserve Liability of Proprietors	£3,000,000

Agencies and Branches.

Alor Star (Malay States)	Iloilo	Rangoon
Amritsar	Ipoh	Saigon
Bangkok	Karachi	Semarang
Batavia	Klang	Seremban
Bombay	Kobe	Shanghai
Calcutta	Kuala Lumpur	Singapore
Canton	Los Angeles	Sourabaya
Changchun (Dalny)	Manila	Taiping
Cawnpore	Madras	(F.M.S.)
Cebu	Nagoya	Tayoy
Colombo	Manila	Tientsin
Delhi	Medan	Tokyo
Haiphong	New York	Tsingtao
Hamburg	Peking	Yokohama
Hankow	Penang	Zamboanga
Hongkong	Puket	(Philippine Islands).

Foreign Exchange and General Banking Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, August 1st, 1926. [30

EQUITABLE EASTERN BANKING CORPORATION.

AN AMERICAN BANK.

CAPITAL and SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, Wall Street, NEW YORK.

BRANCHES:
SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
London and Paris Agents: EQUITABLE TRUST Co., of N.Y.
38] D. M. BIGGAR, Manager.

P. & O. BANKING CORPORATION, LIMITED.

Paid Up Capital	£2,594,160
Reserve Fund	£180,000

Head Office:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.
L. E. HOPKINS,
Manager,
36] P. & O. Building, Hongkong.

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